

The Hongkong Telegraph.

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WEDNESDAY, MAY 4, 1904.

三拜禮

號四月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,310,000

Head Office.—YOKOHAMA.
Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$16,500,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$5,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. GOETZ, Esq.
A. HAUPT, Esq.
H. SCHUBART, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
HONGKONG.—J. R. M. SMITH.
SHANGHAI.—H. M. BEVIS.

LONDON BANKERS.—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 4½ per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4½ per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£324,374

HEAD OFFICE.—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [18]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tael 5,000,000
HEAD OFFICE.—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 15th April, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
GOLD \$7,924,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,
CALCUTTA

AND AGENTS ALL OVER THE WORLD
LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESDENER BANK,
COMPTOIR NATIONAL D'ESCOMPTE
DE PARIS, &c.

THE Corporation transacts every Descrip-
tion of Banking and Exchange business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VOEUX ROAD CENTAL.
CHARLES R. SCOTT,
Manager.
Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI Tael.
UNSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office.—SHANGHAI.
Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
½ per Annum Fixed Deposits for 3 months.
4½ per Annum " " " 6 " " "
5½ per Annum " " " 12 " " "

E. W. RUTTER,
Manager.
Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE.—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE FUND.....£800,000
LIABILITY OF SHARE-
HOLDERS.....£800,000
RESERVE FUND.....£725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " " 3½ " " "
" " " 3 " " " 2½ " " "

T. F. COCHRANE,
Manager.
Hongkong, 24th December, 1903. [24]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [31]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea)	PERA A. L. Valentine	About 4th May	Freight only.
LONDON, &c.	MALTA C. L. Daniel	May 7th, Noon.	See Special Advertisement.
SHANGHAI.....	SIMLA F. R. Summers	About 8th May	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FORMOSA B. H. W. Snow	About 11th May	Freight and Passage.

For Further Particulars, apply to

Hongkong, 4th May, 1904.

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
RAVERN.....	WEDNESDAY, 25th May.
OLDENBURG.....	WEDNESDAY, 8th June.
SACHSEN.....	WEDNESDAY, 22nd June.
ZIETEN.....	WEDNESDAY, 6th July.
SEYDLITZ.....	WEDNESDAY, 20th July.
ROON.....	WEDNESDAY, 3rd August.
PREUSSEN.....	WEDNESDAY, 17th August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 31st August.
HEINRICH.....	WEDNESDAY, 14th September.

ON WEDNESDAY, the 25th day of May, 1904, at Noon, the Steamship "BAVERN,"
of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with PASSEN-
GERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 23rd May, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 24th May, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 24th May.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 27th April, 1904. [13]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

GOLD REEF BRAND

Pure Cream.

PURE RICH THICK CREAM, Sterilized by special process, will keep good
and sweet under the most trying conditions.

QUARTER TINS - - - - 30 Cents.

HALF TINS - - - - 40 "

TINS - - - - 60 "

Sample Tin FREE on Application.

LANE, CRAWFORD & Co.,

Sole Agents for China and Manila.

Hongkong, 8th April, 1904. [38]

AMERICAN WHISKIES.

OLD CREMOENE WHITE RYE.

WATERMILL SOUR MASH.

HIGH BALL KENTUCKY RYE.

FINE OLD BOURBON (IDES).

O. K. BOURBON.

PURE AMERICAN RYE.

MOUNT VERNON RYE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

Hongkong, 2nd April, 1904. [42]

Intimations.

When you feel in need of
something to refresh the body
and at the same time nourish
and sustain—something to make
you strong, hale and hearty
—try a cup of Bovril.



JAPAN  COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 100, HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonosaki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Honde, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshimoto, Yoshio, Yunokibara and other Coals.
C] N. INUZUKA, Manager, Hongkong.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [16]

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. [29]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.

Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

HOTEL CRAIGIEBURN,

PRINCE'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [32]

GO TO THE

KOWLOON HOTEL, KOWLOON. J. W. OSBORNE, Proprietor and Manager.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

Wm. FARMER,
Proprietor.

[27]

TRADE

MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

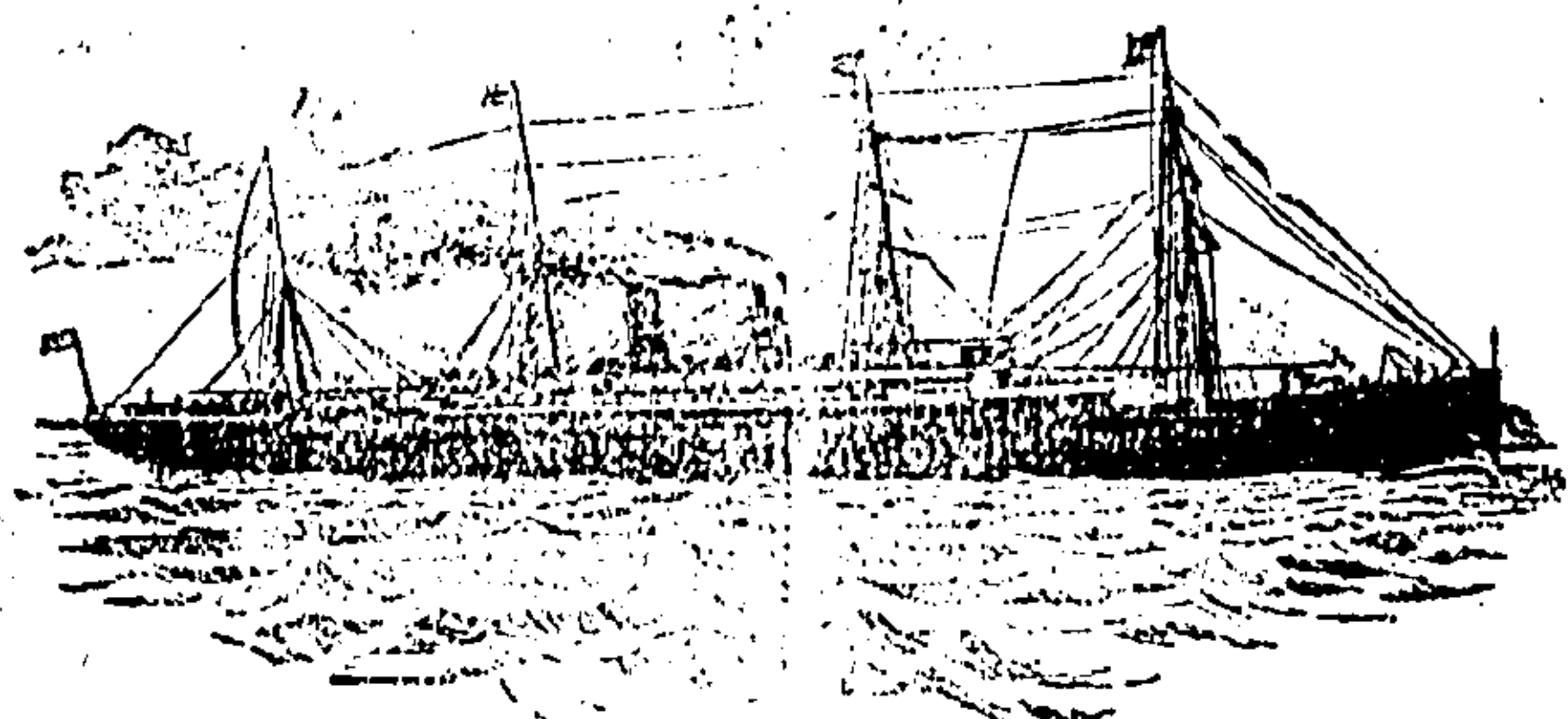
Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons	THURSDAY, 12th May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	5,000 "	THURSDAY, 16th June, at Noon.
"CHINA"	4,784 "	TUESDAY, 28th June, at Noon.
"DORIO"	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.

The P. M. S. S. Co's steamer "ALGOA" will leave for San Francisco, via Moji, Kobe and Yokohama on SATURDAY, the 7th inst., at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA" 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 12th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailing positively on schedule date.

For further information apply to Passage and Freight Agents, the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd May, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)
R.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th May.
"TARTAR" 4,425 " SATURDAY, 21st May.
"EMPRESS OF CHINA" 6,000 " WEDNESDAY, 1st June.
"EMPRESS OF INDIA" 6,000 " WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN" 6,000 " WEDNESDAY, 13th July.
Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40 " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. F. BROWN, General Agent,

Hongkong, 27th April, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	17th May. Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May. Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain R. D. Thomas.
" "POWAN" 2,338 " " G. F. Morrison, R.N.R.
" "FATSHAN" 2,260 " " W. A. Valentine.
" "HANKOW" 3,073 " " B. Branch.
" "KINSHAN" 3,860 " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Wilcox.
" "NANNING" 509 " " C. Buichart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 25th April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	STOPE & JAVA PORTS	First half of May
TJILATJAP	JAPAN	First half of June	STOPE & JAVA PORTS	First half of June
TJIMARI	JAVAN & MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 29th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vœux Road.

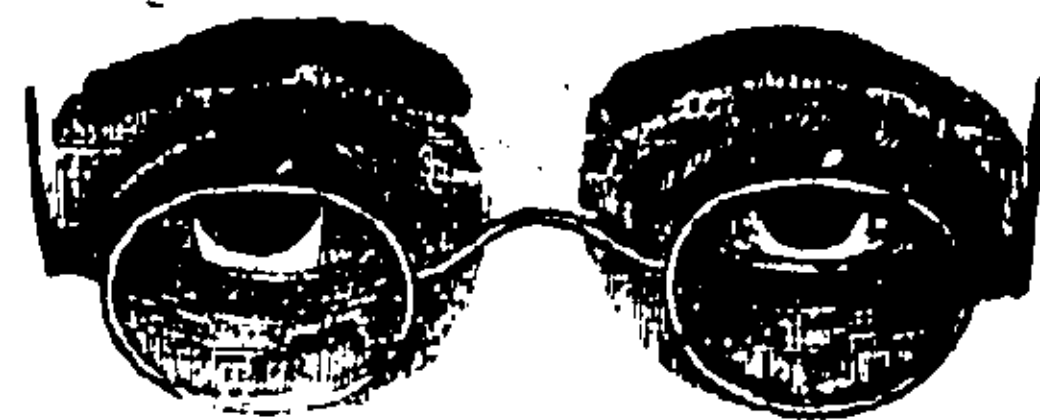
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.
No charge for testing the eyes.
Glasses and frames of all kinds and qualities.
Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD.

Watson's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.
Hongkong, 10th January, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 512 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand. (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Seis can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 10th April, 1904.

THE YANGTZE INSURANCE
ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Teils at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 11th April, 1904.

By Order of the Board of Directors,

W. S. JACKSON,

Secretary.

Shanghai, 2nd April, 1904. [56]

JUST UNPACKED.

BISCUITS AND CAKES.

A SPECIAL CONSIGNMENT.

FROM the well-known Manufacturers Messrs. HUNTLEY AND PALMER, a varied assortment of BISCUITS and CAKES. Biscuits of the newest kinds such as ARCTIC WAFERS, MARZENA WAFERS, TEA, FOLKSTONE, and ICE CREAM.

AND ALSO

GENOA, ALMOND, FAMILY, OXFORD, and FRUIT CAKES.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 3rd May, 1904. [72]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

CHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION

AGENTS,

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903. [E]

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [I]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR, OF ICE HOUSE, IN

ICE HOUSE ROAD.

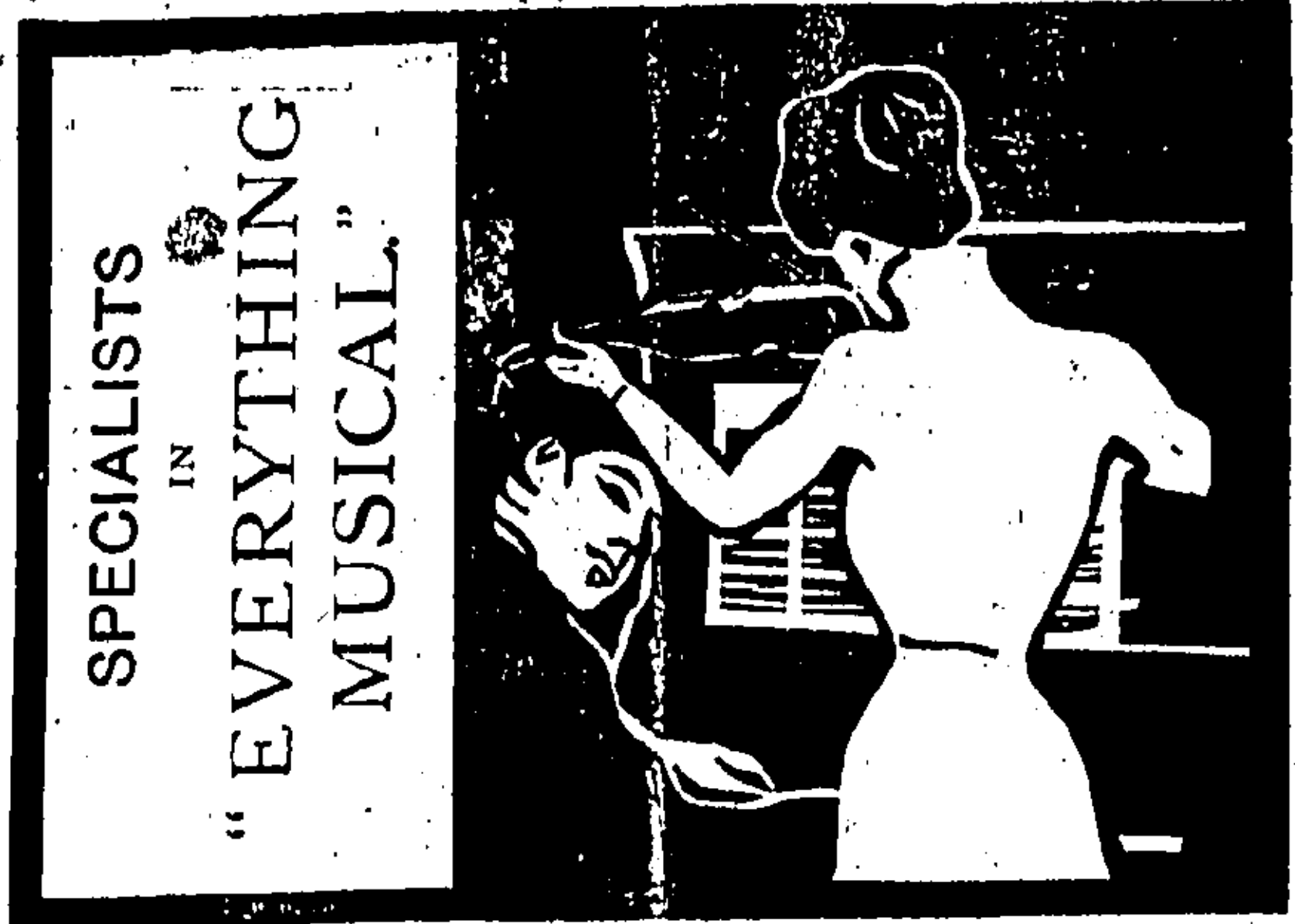
TS now in a position, in his new and commodious Premises, to receive and execute ALL PHOTOGRAPHIC ARTS, PRACTICED in the Colony or in any part of the Far East. He is a specialist in the following:—

GROUPS AND VIEWS OF THE COLONY.

Hongkong, 22nd September, 1903. [J]

Intimations.

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept first
class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

To Let.

TO LET.

NO. 1, RIFON TERRACE in FLATS.
No. 4, RIFON TERRACE.
No. 17, WONG NAI CHONG ROAD, facing
Race Course.
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE'S PIER).
GODOWNS: PRAYA EAST.
"ROSENEATH," KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 6th April, 1904.

TO LET.

A HOUSE in KNUITSFORD TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 25th April, 1904.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and
Airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904.

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTON," THE PEAK.
Apply to—
JEBSEN & Co.

Hongkong, 27th April, 1904.

TO LET.

MEIRION, Nos. 1 and 2,
BOWRING VILLAS, No. 2.
Apply to—
HUGHES & HOUGH,

Hongkong, 2nd April, 1904.

TO LET.

NO. 6, BARROW TERRACE, KOWLOON.
Available 1st March.
Apply to—
THE SAM WANG CO., LTD.

Hongkong, 5th February, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Can-
dian's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PATRONS or old ENTROPY to be made
into Baskets for the Children of the Poor Schools.
who are suffering by the Sisters.

Hongkong, 2nd April, 1904.

TRIALS OF RUSSIA.

MORE VIEWS ON ENGLAND'S ATTITUDE.
BY ARNOLD WHITE.

Who is there over eight years of age who
does not remember the Black Week of Decem-
ber 1899? The picked generals of Britain were
defeated by a mounted peasantry, whose chief
could barely write his own name, and whose
ablest commander was a potato dealer. The
flower of the British Army was thrice cut up,
and defeated in a single week.

The Russian people to-day are undergoing
the trials and the sufferings we had to bear
four years ago. Had Ladysmith fallen, Sir
George White and his army been captured,
and Sir Redvers Buller driven into the sea,
would any Englishman worthy of the name,
whatever his politics or his creed have tamely
given in? No, none.

But a great portion of the English Press are
treating Russia as a squeezed orange, are
dividing the bearskin before Bruin is dead, and
otherwise exhibiting indifference of the wider
issues involved in the victory of Japan, and in
the defeat of Russia. Many of the chief jour-
nals in England, for example, are continually
engaged in predicting division and revolution
among the Russian people, as the necessary
consequence of defeat in the field.

RUSSIA'S RESERVE POWER.

All the information that I receive from Rus-
sia is to the contrary effect. Let it be granted
that Russia loses her navy, Port Arthur 180,000
men, and the whole of the stores, ammunition,
treasure and weapons accumulated in the Liao
Tong Peninsula. What then? The answer is
that Russia will not budge an inch; her spirit
will rise as the spirit of Englishmen rose at
Tucknow in 1857, and on board the *Rurik*
in 1891 at Flores, in the Azores, when facing
fifty-seven great Spanish ships. The Russians
then will be more firm and ble to the British
Empire than they are now, and it lies with the
English Press to make regenerated Russia our
enemy or our friend.

The effect of foreign disaster on a brave
people is to unite, not to divide them. In
addition to the suffering inflicted by the Japane-
se, the pride of Russians is wounded in its
tenderest point. A month ago the Japanese
were "yellow dwarfs" to the rulers of Russia.
Defeat at the hands of a great white Power
would be terrible, but chastisement from Asia-
tics is as intolerable to the Russians as to the
English.

A friend who occupies a high position among
the rulers of Russia writes to me. He is speak-
ing of the patriotic feeling which for the time
being pervades all Russia:—

"We ourselves—the men at the rudder of the
State—are speechless from astonishment, seeing
how greatly is justified our hope, and our
belief in the Russian people. It is real 'offen-
barung,' as say the Germans! That is only at
the beginning of our struggle with Japan. What
will it be if our success were uncertain? We
see with bewilderment how we have grown."

AN OFFICIAL VIEW.

He sends me, moreover, a memorandum in
which he described the character of the
nationalism, which has been evoked since the
outbreak of war. The students of Kieff and
Odessa, turbulent and liberal in politics, have
rallied to the Government. The students of
Odessa bore the Emperor's portrait in procession.
At Rostoff on the Don, and at Warsaw
students demonstrated in the streets, accom-
panied by an immense crowd. At Wilna and
and Nicolaieff the loyalty and patriotism of the
peasants and industrial classes have been
strikingly illustrated. One per cent of the
earnings of those employed at the Alapayefsk
works are voluntarily given to those reservists
called to the colours, non-workers paying three
roubles each. The Novgorod peasants bidding
farewell to a detachment of infantry took off their
warm felt boots and threw them into the railway
carriages. The great towns of Petersburg, Mos-
cow, Kieff, and Natchichevan have voted large
sums. The Jewish community at Vitebsk orga-
nised a subscription for the Red Cross society,
although poor men lodged 2,000 roubles in the
hands of the Governor as a first offering. The
Finns are no less backward than the Russians.
The Governor-General is receiving numerous
applications from volunteers. Helsingfors alone
has given 120 volunteers. Mechanics in local
shipyards have applied to be sent to the docks at
Port Arthur. A student now in confinement
circulating seditious literature, petitioned the
Tsar to forgive him that he might serve in the
ranks of the army. His petition was granted.
The medical men of Russia propose to give
three roubles per head per month cash for
medical comforts.

I publish these statements without any means
of verifying their accuracy, but I have no hesi-
tation in saying that I believe them, because
the character of the gentleman who sends them
to me, is a sufficient guarantee for their truth,
and because they are in accordance with the
character of the Russian people.

LEGITIMATE AMBITIONS OF RUSSIA.

The point established by these facts is that
so far from the Russian people collapsing into
a disorganised and revolutionary crowd, the
process of regeneration and reform has already
begun, and that those statesmen and publicists
who are reckoning upon the obliteration of
Russian influence from world politics, are
making a mistake of a ghastly and irrevocable
kind. The Japanese love the English neither
more nor less than they love the Russians.
East is East, and West is West, even when the
banners blazoned with the sixteen petals of the
royal chrysanthemum flies over the roofs of
Port Arthur. Victorious Japan, having tasted
blood, is no more likely to be content with
victories over the Chinese and the Russians,
than the Germans were content with defeating
the Danes and the Austrians.

Surely the part of English statesmanship is
to recognise the claims which Russia has es-

tablished for herself, by the stupendous work
of constructing the Siberian Railway, and by
her civilising influence from the Ural Moun-
tains to the Pacific. Englishmen whose know-
ledge of Russia is confined to antipathy, may
smile when Russia is spoken of as a civilising
influence. Barbarians do not build railways
of 6,000 miles in length. The British race,
with all its mechanical ability, has never done
anything of the kind.

I trust, and believe, that from this war great
good will come; that the Jewish question may
be solved by a frank interchange of counsel
between Russia, the United States, and Great
Britain; that the Japanese may be restricted to
what they can legitimately claim in Korea as
the result of their enterprise and skill in war,
but that Russia shall not be deprived of the
fruit of her labours in her legitimate attempt to
reach the warm water in the Pacific. The
alternative will be terrible for England, be-
cause Russia, if driven back from the Pacific,
will certainly descend, if not with the speed of
an avalanche, with the force of a glacier, to the
Persian Gulf and the Mediterranean.

Is it not better for England and the British
Empire that the legitimate ambitions of Russia
should be satisfied in the Far East, than that
the organised power of a reformed nation
130,000,000 strong should be concentrated upon
the destruction of British interests in the
Middle and Near East? Friendship with
France involves an arrangement with Russia.
—Daily Chronicle.

With much of the above we altogether dis-
agree. Mere selfish expediency is no proper
motive.—Ed., S. F. P.

PIGEONS RIVAL RAILWAY.

300 MILES IN SEVEN HOURS.

Some time ago, according to the Scotch
papers, thirty-six Carrier Pigeons flew from
Spalding to Tranent (Haddingtonshire) in
seven hours—a distance of 300 miles—at the
rate of nearly 43 miles an hour, which would
be a good average pace for a railway train over
the distance. A newspaper man who saw
some of the pigeons which accomplished the
feat had some conversation with a local resi-
dent who told an interesting story of himself.
His name is William Craven, an agile, busy
man, who wished to add to the reputation of
Dr. Williams' pink pills, which had travelled



much further, he said, than the best "carrier"
in and around Tranent.

Mr. Craven said: "But for them I would
not have been able to work to-day. Four
years ago, when at work on a farm, I began to
have severe pains in my left leg, the pain
shooting up from my toes to my hip, and do all
I could I could not get rid of it. At nights I
was afraid to turn in my bed. I could not
stand. If I tried to walk the effort caused me
fearful agony.

"You see that wooden step by the door?
Well, I could not raise my foot over it. I was
quite at a loss what to do. At last a friend
said, 'Why don't you take Dr. Williams' pink
pills for pale people?' They'll enrich your
blood and so cure your rheumatism." I sent
for a bottle, and they made new blood in me.
I wakened one morning without feeling the
least signs of pain. I have not had the least
sensation of a return of the rheumatism. So
firm a believer am I now in Dr. Williams' pink
pills that I recommend them to all the miners,
as they are liable to rheumatism, and I know
for a fact that many of them about here take
these pills with the best results.

"I should have mentioned also that when
I began to take Dr. Williams' pink pills I had
no appetite; after a few doses of the pills I was
always ready for my meals. I am quite well
now, being able to go about with perfect ease."
"Yes," said his listening son, "father has
become wonderfully well since he commenced
to take these pills. Nothing else would touch
his trouble."

"My other son, William," asked Mr. Craven,
"has also been greatly benefited by them. He
injured his arm in the pit, and a form of rheu-
matism ensued, which was cured by Dr.
Williams' pink pills. He now works regularly
every day."

Mr. Craven gave his unqualified permission
for the interview to be published in the news-
papers, and, indeed, such is the fame of the
pills in all walks of life that those who have
benefited by them in cases of anaemia, bilious-
ness, consumption, gout, rheumatism, sciatica,
paralysis, and other disorders, are generally
ready to publish their experiences. Even ladies,
whose modesty would keep them silent but
for their kind anxiety to benefit their suffering
sisters, do not hesitate to make known the
extraordinary relief which the genuine pills—
Dr. Williams'—are capable of affording in the
recurrent miseries to which so many are
subject. Dr. Williams' medicine company,
Holborn-viaduct, London, send a bottle post
free for two shillings and ninepence (or six
bottles for thirteen and nine) if there is any
difficulty in obtaining the genuine pills at shops.
Substitutes, which do not bear Dr. Williams'
name, are worthless. It is thanks to the
genuine pills that Mr. Craven is one of the
most active and cheerful men in Great Britain,
and that he is able to take keen interest in
Pigeon Flying and other Outdoor Amuse-
ments.

Intimations.

BUSINESS TRAINING COLLEGE.

"ELEMENTARY" SHORTHAND to
120 words a minute; completion to
corresponding speed; \$50, or by instalments
of \$5, a lesson.

"ADVANCED" LESSONS to completion
of verbatim speed, \$100, or by instalments of
\$10 each lesson.

FOREIGN LANGUAGES TAUGHT.
TRANSLATIONS MADE.
TYPEWRITING TAUGHT on all makes
of machines.

MANFOLDING, DUPLICATING, and
SINGLE TYPEWRITTEN COPIES for the
public.

MACHINES (all good makes) for sale, new
EVENING CLASSES in SHORTHAND,
Typing, English, etc., Hours, 5 to 9 o'clock.
\$2 per lesson.

PUPILS attended at their own homes, or
lessons by post.

CIRCULARS post free.
WARWICK PEELE, Principal.
Hongkong (near G. P. O.)
Canton, 141 Shanten.

Hongkong, 3rd May, 1904. [584]

WANTED.

AN ENGLISH-SPEAKING CHINESE
MASTER for SAI-VING-PUN SCHOOL.
Salary \$30 per month.

Apply to—

INSPECTOR OF SCHOOLS.

Hongkong, 25th April, 1904. [555]

WANTED.

THREE COMPOSITORS.
Apply to—
"HONGKONG TELEGRAPH" CO.

Hongkong, 19th April, 1904.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Rostan, Jobert, Velpeau
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
markable remedy, which, by its action on the
thymus gland, effectively superinduces the formation of
strictures and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2 for im-
purities of the blood, scurvy, pimples, spots, blotches, pains and swell-
ings of the joints, secondary symptoms, gout, rheumatism,
and all diseases for which it has been too much a fashion
to employ mercury, sarsaparilla, &c., to the destruction of
sufferers' teeth and ruin of health. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

THERAPION No. 3 for
exhaustion, impaired vitality, sleeplessness, and all the
distressing consequences of early error, excess, residence in
hot, unhealthy climates, &c. It possesses surprising power
in restoring strength and vigor to the debilitated.

THERAPION is sold by the prin-
cipal Chemists and Dispensing Chemists, and all
wholesale and retail druggists. Price in England 2/6 &
4/6. In ordering, state which of the three numbers is re-
quired, and enclose above Trade Mark, which is a fac-
simile of wood. "THERAPION" as it appears on the British
Government Stamp (in white letters on a red ground)
affixed to every package by order of H. J. Savaresse's, Hon-
conist, London, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [6]

DRUGS, CHEMICALS, PERFU-
MERY, PATENT MEDICINES, ETC.

AND

DISPENSING CHEMISTS.

ADDRESS:

FLETCHER & Co.,

THE PHARMACY

房藥 14, QUEEN'S ROAD CENTRAL, 法中
Hongkong.

A. STEVENSON,

Chemist.

Hongkong, 25th April, 1904. [584]

SAVARESSE'S
SANDAL
CAPSULES

Not made of Gelatine, most efficacious, because
absolutely pure English Oil.
Full directions. All Chemists.
Inlet on Savaresse's.

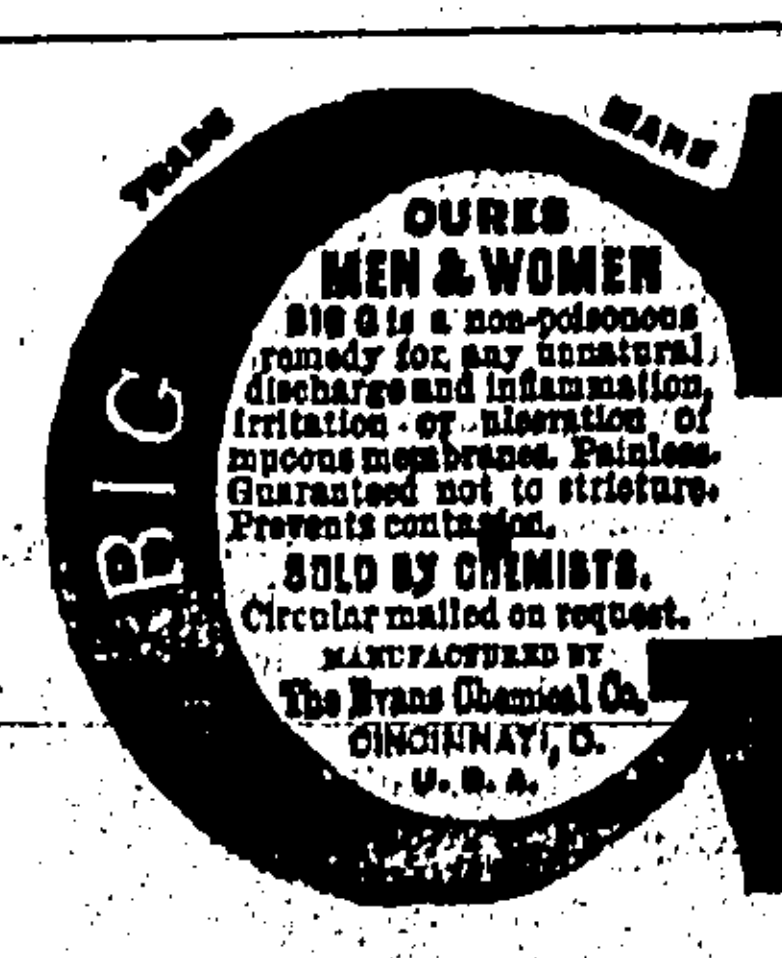
NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.



Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISING RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	75.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 " ".....	10 " "
12 " ".....	25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on

application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road,

Hongkong.

Intimations.

WATSON'S
TOILET PREPARATIONS

WATSON'S GLYCERINE AND CARBOLIC SOAP effect a saving of 50%, owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIFRICE.

In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 156.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 47th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.
FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.
Contract for New Tonnage on reasonable terms
with First-class Builders.
A large stock of Canadian Asbestos and
Asbestol goods kept.
Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: Telephone:—No. 358.
"MARINEWORK."
Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 4, 1904.

LOCAL AND GENERAL.

THE annual meeting of seafarers in Union Church will be held in the church to-morrow, at 6 p.m., to receive reports for the past year, and to elect officers and committee of management for the ensuing year.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Wong Sau Tak Tong ... \$50

At the last sitting of the Central Criminal Court in Sydney, a jurymen applied to be excused on a novel ground. He told the judge that he was a bookmaker, and had a heavy book on the Newmarket Handicap, which was to be run on that day. The court allowed him to go.

A REUTER telegram says that the *Moscow Gazette* suggests that the name of Port Arthur shall be changed to Port Nicholas, the present name being "too English." Within a few weeks it is possible that others may wish to be associated with any alteration in the name.

CAPT. Paasch, formerly one of Lloyd's surveyors, author of the famous marine encyclopedia, *From Keel to Truck*, Knight of the Order of Leopold, Knight of the Red Eagle, Knight of Francis Joseph, a marine expert who was known in every centre of the world's shipping, is dead.

GENERAL Cronje and 200 Boers, accompanied by 120 British soldiers, who saw service in the Boer War, 50 women and children, and 20 Zulus, Kafirs and Zambestis, have arrived in America from Cape Town. The Burghers in the party were with Cronje at Paasdeberg. General Viljoen awaits the party at St. Louis.

FURTHER "spoonerisms."—These are from amongst those "Commended":—"Cycling Father to Cycling Son."—"My son, it is a fine day. I will go for a ride, so you might go out and boil my icicle for me." *Sporting Parson* giving out text on the Sunday following the Boat Race:—"And Peter coxed, and the crew went out and wept bitterly."

A wire from Peking of the 28th ult. says:—Wang Chao, a highly educated and well-known Chinese reformer, has been seized and sentenced to imprisonment for life, on the ground that he is a supporter of Kang Yi-wei, which is not the case. His friends fear that he will be secretly condemned to a similar fate to that of Shen Kuei, who was barbarously beaten to death last year.

A BRUTAL dastard was sent to one month's hard labour and six hours in the stocks for slandering of some clothing. Out of the case there arose another which Mr. Gompertz dealt with this morning. It appears that, trying to rush away with his stolen goods, and seeing a woman in the way, the fiend knocked her down the stairs, regardless of the fact that the woman was blind and decrepid. Her head was much cut. A fine of \$5 with the alternative of seven days was the sentence, while the woman was ordered to be sent back to Canton, and to be given \$2 out of the Poor Box, the creature immediately thrust out two quivering hands in her eagerness to feel the touch of so much money.

It is anticipated in some quarters that the settlement of the outstanding differences between this country and France will lead to a revival of the Channel Tunnel Scheme. All sensible men regarded the dangers with which the construction of the tunnel was associated as greatly exaggerated and practically non-existent; but the dangers, such as they are, would not be affected by the removal of all existing causes of difference between this country and France. All the objections to the Channel Tunnel were based on military grounds. Some people held that it would facilitate an invasion of this country, and that the danger would remain, whatever be the state of the relations between France and England.

We have heard so much about the success of the American engineer in competition with his British rival that some such analogy as this alone seems adequate to express the achievement of Sir Westman Pearson's firm in securing a \$4,000,000 contract in New York, the very heart of the enemy's citadel. The contract is for the construction of four tunnels for the Pennsylvania Railway Company which are to pass under the East River and connect Long Island with New York. To the Yankee the news of the British firm's success has come like a blow between the eyes. "We cannot comment to-day on the contracts for the tunnels," says the *New York Herald*. "All we can do is to gasp with genuine surprise." That gasp will do the Western Continent a lot of good, for, though four million contracts are not going every day, the British contractor is by no means unknown in the States. Only he does not cackle about it loud enough to be heard in two continents.

COTTON CULTIVATION IN THE
NEW TERRITORY.

The following letter was read at the last monthly meeting of the Committee of the Hongkong General Chamber of Commerce:—
BOTANICAL AND AFForestation
DEPARTMENT.

Hongkong, March 25th, 1904.

Sir,—I am instructed to draw your attention to the subject of cotton cultivation in the New Territory. I have therefore collected the following short summary from all the information which I have before me upon the agricultural side of the question, and beg that you will favour me with any remarks which you may have to make upon its commercial aspect.

The most important question bearing upon the possibility of successful cotton cultivation in Kwangtung is the question of climate. The seasons of the district are so peculiar that it would not be safe to assume that a plant would be successful until it has been tried.

The experiment in the case of cotton seems to be worth making, for in the cotton growing districts both in Central China and in Northern India the conditions approach those of Kwangtung. One of the best cotton growing districts in the United Provinces (North West Provinces) of India has a climate very similar to that of Hongkong.

The cotton crop would only be in the ground from the first rains in April and May until the Autumn, and would therefore be independent of the North East monsoon. There is some doubt whether the dry winds of late Autumn would check the ripening of the capsules, but it is probable that the more rapid growth of the crop during our hot summer would ensure their perfection in time. Even if this were found not to be the case, irrigation might be economical if the crop proved a valuable one.

The land now under cultivation in the New Territory is probably about ten thousand acres, and a large proportion of this would be suitable for cotton cultivation. There is also a vast area in other parts of Kwangtung equally suitable.

If the crop is found to succeed, the small farmer would probably take it up. They have already seen and made use of the advantage of growing some products of foreign origin for which a market exists in Hongkong, and they might take especially quickly to this industry, because it is widely spread in other parts of China and has, therefore, been moulded upon lines suitable to the conditions of small tenements.—I have etc.,

(Sd.) S. T. DUNN,

Superintendent,

Botanical & Afforestation Dept.

The Chairman (Mr. E. A. Hewitt) said it was possible to grow cotton any way approaching the quality of that produced in Shanghai district a good market was at hand in the Colony. In the discussion which followed it was considered advisable to represent to the Government that the experiment should be tried and a small sum of money provided in the next Budget for the cost of suitable seed and plants to be distributed amongst the farmers in the New Territory, and also for prizes for the three best results in order to stimulate competition.

HOUSE DRAINAGE IN
HONGKONG.

At the meeting of the Sanitary Board to-morrow afternoon, Mr. Rumjahn, pursuant to notice, will ask the following questions:—

1. Will the President be good enough to have the Drainage Plans of the following blocks of buildings circulated and laid on the table, (a) Nos. 487 to 491, Queen's Road West, situated on a portion of Marine Lot No. 126, (recently erected); (b) Nos. 174 to 190, Des Vaux Road West 9 houses, situated on the Southern Portion of Praya Reclamation of Marine Lot No. 58, (recently erected); and (c) the blocks of buildings, situated on Marine Lot No. 22, (14 or 15 houses, now nearing completion)?

2. As, on reference to the plans above referred to, it will be noticed that in every block, each building is provided, in its own back yard, with only one trapped inlet, to an underground drain, for the purpose of receiving all the slops and other foul waters, that may be thrown on the back yard, as well as the rain water from one-half of the roof and from the roof of the kitchen of that building, will the President be good enough to state whether the plans, above referred to, are in compliance with the requirements of Section 38 of the Drainage By-laws contained in Ordinance 13 of 1901?

(Section 38 of the Drainage By-laws of Ordinance 13 of 1901 corresponds with Section 35 of the Drainage By-laws of the present Public Health and Buildings Ordinance, and reads as follows:—"Open surfaces, such as back yards, court yards or other spaces, on which slops are thrown, or from which foul waters flow, shall be provided with trapped connections to the house drains, for the removal of such waters as well as some of the rain water.")

3. If the answer to the above question is in the affirmative, will the President be good enough to quote the authority, if he can, under which slops and other foul waters (permitted as aforesaid by virtue of the above quoted drainage by-law to be thrown on back yards) are allowed to be conveyed from house to house, by means of an open surface channel, as adopted in many blocks of buildings, lately erected, instead of being emptied into a trapped inlet to an underground drain, as instanced in the blocks of buildings mentioned in question 1, and in the majority of the buildings in the Colony?

4. Will the President be good enough to have the Drainage Plan of Nos. 4, 6, 8, 10, 12 and 14, Robinson Road, situated on a portion of Island Lot No. 578 (recently erected) also circulated and laid on the table?

5. As is contended by the Sanitary Surveyor in his Report, dated the 22nd February, 1904, that the surface channel in the blocks of buildings in Des Vaux Road Central and Caine Road is only intended for receiving the rain

water (from one-half of the roofs of those houses), and that the system is being misused by the tenants, by their throwing foul waters on the back yards, which thus flow through the surface channel from house to house along the whole length of the blocks, whereas according to the drainage by-law quoted above, such waters may be thrown on the back yards, and therefore a trapped inlet should be provided in every back yard to receive such waters, as instanced in the blocks of buildings mentioned in question 1, and in the majority of the buildings in the Colony, and as regards the contention of the Sanitary Surveyor that the surface channel is provided solely for the purpose of carrying off the rain water from one-half of the roofs, such statement having been pointed out by me as incorrect, as such rain water received into a trapped inlet, will the President—should he still be of the opinion that the surface channel in the blocks of buildings in Des Vaux Road and Caine Road is in conformity with Section 37 of the Drainage By-laws, (Section 37—"Rain water shall be diverted from house drains by means of surface channels, or otherwise to the fullest extent practicable")—be good enough to state under which section (if any) of the Drainage By-laws has the Drainage Plan of the block of buildings in Robinson Road referred to in question 4 been passed, on the face of the fact, that not only all the foul waters from each house conveyed, from house to house through the whole block, through an open surface channel, but all the rain water from one-half of the roofs of the whole block of buildings are emptied into one solitary trapped inlet, provided at the end house of the block?

6. As it is now an incontrovertible fact that the systems of drainage adopted in the blocks of buildings in Des Vaux Road Central, Caine Road and Robinson Road, are dangerous to public health and contrary to the provisions of our Drainage By-laws—will the President be good enough to direct, under the provisions of Section 192 of Ordinance No. 1 of 1903, that steps be taken to remedy the defects in the drainage of these three blocks of buildings and any other building, whose drainage is defective?

Mr. Rumjahn, pursuant to notice, will move then:—That a Select Committee be appointed to consider whether the various systems of House Drainage adopted in this Colony are in accordance with the law and provided the above is the case whether it would be advisable to amend the Drainage By-laws at present in force.

ASSAULT ON A SAILOR.

Remanded from yesterday, this case, particulars of which were reported in the *Telegraph* yesterday, was called on again at the Police Court this morning. J. B. Templeton, a foreman carpenter, at Quarry Bay, stated that on Saturday night, he was passing a shoemaker's shop when he saw complainant come running out. The first defendant followed him, and hit him over the head with a bamboo stool. The first defendant then ran back into the shop, and witness ran after him and took possession of the stool and took it to the Central Station. Complainant was not intoxicated. He had a big wound on his head, which was bleeding very much, the wound being more than two inches long, and he was covered with blood. Cross-examined by Mr. Hastings, solicitor, witness said that the blow with the chair was given in the road. He was near enough to see that he was not cut on the head before the blow was given with the stool. Witness could positively identify the first defendant. There were several Europeans about at the time, and two of them, who were witness's friends, took complainant to hospital. John Wells, a wharfinger of Quarry Bay, sworn, stated that on Saturday night he was with last witness, and saw complainant run out of a shoemaker's shop, chased by the first defendant. Complainant ran straight into witness's arms. He saw the second defendant in the shop, but did not see him do anything. Witness saw the first defendant strike the complainant on the head with the bamboo stool, which he held in both hands. He saw some broken glass in the shop, and also some blood, and complainant's hand was bleeding. He could not say if there was a wound on the back of complainant's head, but there was no blood on his head or clothes until after the blow was struck with the stool. He was very angry at seeing the cowardly blow struck. Witness was positively sure that first defendant was the man who ran out of the shop and delivered the blow.

Mr. Hastings, for the defence, said that the complainant came into the defendant's shop and asked to look at some shoes. He was not drunk, but had had some drinks. On being told that the shoes were \$2.50 he said he would give 50 cents, and then a struggle began in which the man fell against the glass case and cut his head.

For the defence, Sui Kum was called, but the Magistrate ruled her out of Court, as she was the concubine of the defendant, and under Chinese custom the same as a wife, and as such she could not give evidence on his behalf. There was nothing against the second defendant, and he was discharged. A foki from the shop said that defendant came into the shop and asked the price of a pair of shoes, offering 50 cents instead of \$2.50. Witness refused to accept that price, and then complainant tried to strike him but fell up against a glass case, tripping over a stool. He broke the case. The defendant had gone out, when this took place, but returned at 9 p.m. after the disturbance. Complainant and the two Europeans caught hold of his queue, and then the defendant came in and asked what was the matter, and went up to change his coat. Witness sent a foki to call defendant down, and then he was arrested. There was no striving with a stool.

Li Hing, master of a tea-shop in Connaught Road, said he knew defendant. The latter came to see him on Saturday night on business, and then they went for a walk. Passing 7th entrance to East Street they saw a lot of men outside complainant's shop and went to see what it was all about. He then saw a white man speaking to defendant and then a policeman came up and arrested defendant. He saw complainant in the shop.

Li Siu Cho, a broker, gave similar evidence to that of the last witness. Mr. Hastings here applied for an adjournment for the purpose of procuring medical evidence, and the case was accordingly put back until 5 p.m.

On returning this afternoon, Dr. Bell, surgeon at the Government Civil Hospital, gave medical testimony, and Mr. Gompertz decided that an unwarrantable assault had been committed, and sentenced the defendant to a fine of \$30 or one month. No order was made for compensation, as the complainant had been compensated by the defendant's friends. However, the defendant's friends had been compensated by the defendant's friends.

SHANGHAI SPRING MEETING.

Following are the brief results of yesterday's racing:

THE SUBSCRIPTION GRIFFIN PLATE.—Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For Subscription Griffins of this meeting. Weight for inches as per scale. Entrance, Tls. 5.—Three-Quarters of a Mile. Messrs. Toeg's and Barley's Seafoak 1. Mr. John Peel's Glenburn ... 2. Mr. Q. Bee's Skat ... 3.

THE CRITERION STAKES.—Value, Tls. 400. Second Pony, Tls. 100. If five or more starters, Third Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.—One Mile. Mr. Common's Gadfly ... 1. Mr. John Peel's Steelboy ... 2. Mr. Willis E. Gray's Huron ... 3.

THE GRIFFIN PLATE.—Value, Tls. 400. Second Pony, Tls. 100. Third Pony, Tls. 50. For China Ponies that have never run at any Meeting. Weight for inches as per scale. Entrance, Tls. 5.—Three-Quarters of a Mile. Mr. Scandypat's Alaska ... 1. Messrs. Robson's & Twovee's Halvard ... 2. Mr. Marius's Adour ... 3.

THE CATHAY CUP.—Value, Tls. 250. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies. Weight for inches as per scale. Griffins at date of entry allowed 7 lbs. Entrance, Tls. 5.—One Mile and a Half. Mr. Scandypat's Jetsam ... 1. Messrs. Toeg's and Barley's Boyne ... 2. Mr. John Peel's Polka ... 3.

THE JOCKEY CUP.—Value, Tls. 200. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies that have never won a Race. Weight for inches as per scale. Subscription Griffins of this Meeting allowed 5 lbs. To be ridden by Jockeys who have never had more than two winning mounts at Shanghai, Hongkong or Tientsin. Jockeys: non winners allowed 5 lbs., winners of one Race, weight for inches as per scale, winners of two Races, 7 lbs. extra. Entrance, Tls. 5.—Once Round. Mr. Toeg's Otter ... 1. Mr. K. J. Kingford's Heather Moth ... 2. Mr. R. B. Moorhead's Kestrel ... 3.

THE HART LEGACY CUP.—Presented by the late Mr. James Hart. Value, Tls. 100 with Tls. 100 added. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.—Half-a-Mile. Mr. John Peel's Set ... 1. Mr. Kanuck's Hokoku ... 2. Mr. Fernando's Loch Gail ... 3.

THE SHANGHAI GOLD CHALLENGE CUP.—Presented. Value, 500 Guineas. For China Ponies, being bona fide Griffins at date of entry. Weight for inches as per scale. To be won twice in all by Ponies the bona fide property of the same owner or owners. Entrance, Tls. 10. 70 per cent. to the First Pony, 20 per cent. to the Second Pony, and 10 per cent. to the Third Pony, until the cup is finally won, when the Second Pony will receive 75 per cent. and the Third Pony 25 per cent. of the Entrance Fees.—One Mile and a Quarter. Friendship ... 1. Nithsdale ... 2. Alverstone ... 3.

THE KIANGSU CUP.—Value, Tls. 200. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies. Weight for inches as per scale. Jockeys that have never won an Official Race allowed 5 lbs. Entrance, Tls. 5.—One Mile and Three-Quarters. Spher ... 1. His Highness ... 2. Rebel King ... 3.

THE CHIHUI CUP.—Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For Subscription Griffins of this Meeting. Weight for inches as per scale. Winners of the Subscription Griffins' Plate, 7 lbs. extra. Entrance, Tls. 5.—One Mile. Kin Neil ... 1. Little Momo ... 2. Upstart ... 3.

THE GRAND STAND STAKES.—Value, Tls. 200. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies, being bona fide Griffins at date of entry, which had not arrived in Shanghai or been purchased prior to 1st February, 1904. Weight for inches as per scale. Winners of any Race, 7 lbs. extra. Jockeys who have never won an Official Race allowed 5 lbs. Entrance, Tls. 5.—One Mile. Lya ... 1. Brownberry ... 2. Grafton ... 3.

SECOND DAY.

THE CHU-KA-ZA CUP.—Value, Tls. 200. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies. Weight for inches as per scale. Winners of a Race at this Meeting 7 lbs. extra. Non-Starters at this Meeting 7 lbs. extra. Jockeys who have never won an Official Race allowed 5 lbs. Entrance, Tls. 5.—Three-Quarters of a Mile. Otter ... 1. Rinaldo ... 2. Flotam ... 3.

THE SHANGHAI DERBY.—Value, Tls. 750. Second Pony, Tls. 150. Third Pony, Tls. 75. For China Ponies, being bona fide Griffins at date of entry. Weight for inches as per scale. Entrance, Tls. 15.—One Mile and a Half. Friendship ... 1. Argable ... 2. Monsoon ... 3.

THE TELEGRAM

"HONGKONG TELEGRAPH" SERVICE.

THE FIGHT ON THE YALU.

STUBBORN RESISTANCE BY RUSSIANS.

SECOND LINE OF DEFENCE STORMED.

(From Our Own Correspondent.)

YOKOHAMA 4th May.
10.40 a.m.

General Kuroki, telegraphing from Kiulien on Monday, reports that, owing to the enemy's stubborn defence of the village of Homutang, where a second line of resistance was organized, the Japanese casualties are 800 in excess of the original estimate.

It was not until several serious counter-attacks by the enemy were shattered that the Russians retired.

MANY PRISONERS TAKEN.

The Japanese army captured 31 officers and 800 men. These surrendered only after their ammunition had been expended.

JAPANESE LOSSES.

DESPERATE FIGHTING.

The fighting was of a most desperate character, the Japanese casualties amounting to 128 killed and 675 wounded.

THE FAUNA OF ASKOLD.

The inhabitants of the island of Askold, in the neighbourhood of Vladivostok, have been thrown into a state of considerable excitement by the fact that the Japanese fleet has, on more than one occasion, selected their waters for anchorage.

The island, according to the Vladivostok newspapers, is used as an immense preserve for a species of Siberian fallow deer, which threatens to become extinct. The deer are prized for their antlers, which are used by the Chinese for medicinal purposes, and which command a price of from 450 to 550 roubles.

The Russian owners of the preserve, who have leased the whole island from the Government, fear that the Japanese may seize the deer to provide fresh meat for the use of their fleet, and should this really happen not only will an immense sum of money be lost, but the only specimens of the species will then be found in the Zoological Gardens.

CHINESE LABOUR IN SAMOA.

In his annual report on the trade of Samoa, which was issued recently the Acting Vice-Consul says: "The labour question is of more importance than any other, imported labour being an absolute necessity. Kanakas from other islands are much preferred for plantation work. Their average wage at present is 1/2 per month with board. A few months since nearly 300 Chinese coolies were brought here from Swatow, where Governor Self, during his journey to Europe last year, called and arranged the matter with the Chinese authorities. They cost the planter 12/10s. per month. This includes board and their passage money to and from China. So far it is said they have given satisfaction. It is proper to mention that on some of the plantations the Chinese work on the Sunday, whether voluntarily, for extra payment, or compulsorily is not at present known by me."

SHIPPING AND MAILS.

MAILS DUE.

English (Simla) 6th inst.
American (Coptic) 6th inst.
Indian (Swiss) 10th inst.
German (Sachsen) 12th inst.
American (Korea) 12th inst.
German (Oldenburg) 13th inst.

The I. C. S. N. Co.'s *Albatross* from Calcutta and the Straits left Singapore for this port on 3rd inst. at 6 p.m.

The C. C. Co.'s *Albatross* called from Sulu for Cebu, and Hongkong, and is due to arrive on 5th inst.

The C. P. R. Co.'s *Albatross* left Vancouver p.m. on 2nd inst. for Hongkong via the usual route of the Pacific.

The C. N. Co.'s *Albatross* from San Francisco, via Cebu, and Hongkong, is expected to arrive here on 10th inst.

The H. A. Co.'s *Albatross* from Hamburg left Singapore for this port on 3rd inst. at 6 p.m.

The O. & Q. S. Co.'s *Albatross* from London left Singapore for this port on 3rd inst. at 6 p.m.

The P. & O. Co.'s *Albatross* from Hongkong left Singapore for this port on 3rd inst. at 6 p.m.

The S. S. Co.'s *Albatross* from Hongkong left Singapore for this port on 3rd inst. at 6 p.m.

The T. S. Co.'s *Albatross* from Hongkong left Singapore for this port on 3rd inst. at 6 p.m.

The U. S. Co.'s *Albatross* from Hongkong left Singapore for this port on 3rd inst. at 6 p.m.

TELEGRAMS.

(Reuter's.)

The War.

LONDON, and May.

Russian official despatches, dated 1st instant, admit the overwhelming superiority of the Japanese artillery and that the heavy losses it inflicted compelled General Sasulitch to evacuate the position at Turechen and take up a second position.

Reuter's agency at Tokio wired on Monday that the Russians were forced to abandon Antung yesterday and after burning the town retreated to Feng-huang-cheng. The Japanese now control the Estuary of the Yalu.

LATER.

Admiral Kamimura's fleet twice attempted to bombard Vladivostok between the 25th and 28th ultimo; but was prevented by a constant fog.

THE WRECK NEAR SWATOW.

NOT A STEAMER.

When the C. N. S. *Hangyang* arrived at Shanghai from Hongkong, she reported that the wreck off Kuchai Point, is not that of a steamer but of a large junk, the mast of which projects about 15 feet out of the water. The exact position is Long 116 2 45 E., Lat. 22 43 45 N., Kuchai Point bearing N. 26 E., distant 6 miles, in a depth of 15 fathoms. Soundings over the hull of the wreck indicate 13 fathoms. The other masts may be still standing, but if so, are under water. A flag (Blue Peter) was nailed to the mast to make it as conspicuous as possible and could be seen in a calm for 4 miles. The wreck lies heading S.S.E. It would be right in the track of vessels passing four miles off Breaker Point and steering for Waglan, and is a serious danger to navigation.

MUSIC AT THE THEATRE.

"HANSA" BAND PERFORMANCE.

Yesterday evening the band of S.M.S. *Hansa* gave another orchestral performance in the Theatre Royal, at which Herr Bertram directed the fortunes of a concert devoted entirely to foreign composers. The dress circle was crowded, and the audience listened with rapt attention to a selection of pieces played with perfect sympathy and a great deal of musical feeling. Wagner's *Tannhauser* and Liszt's Hungarian Rhapsody, No. 11, were rendered with singular success. It was certainly a great undertaking on the part of Herr Bertram to present such items with so small an orchestra as was at his disposal, but so easily achieved the mastery of the performers over their instruments and so responsive their emotions towards the music of his choice that it certainly struck us as being quite extraordinary that he should accomplish such great things as he has certainly did in the Hungarian Rhapsody. It was commented on, however, that the impressiveness of the two items was almost entirely lost when, as an encore to the former, a Cake walk was rattled off, while at the close of the performance an equally marked diversion was rendered prior to the playing of the British National Anthem. However, these were exceptions which Mr. Bertram will doubtless bear in mind should he again be called upon to play publicly in Hongkong and we have the pleasure of listening.

THE PLAGUE.

The return showing the number of plague cases notified as having occurred, during the twenty-four hours ended at noon to-day is the heaviest received so far this year, the nine cases recorded bringing the total, since January 1st, to 65. From First Street there are three further cases, two of which were fatal, while another is furnished from Kowloon City. Fatal cases are also reported from Shaikwan Street, a match at Breezy Point, Bonham Road, and on vacant ground at Pokfulam Road, while cases are also notified as having occurred at Sutherland Street and Temple Street, Yaumati.

CANTON NOTES.

NATIVE LOTTERIES FORBIDDEN.

Canton, May 3rd.

The Viceroy has issued proclamations giving notice that on and after the first day of the 4th Moon, May 15th, all native lottery shops must be closed. Gambling, by these native lottery tickets is the most pernicious kind of gambling. A ticket cost from one cash up, and boys and girls, men and women, indulge in the evil. The tickets are brought to the door and sold along the streets. The monopoly for this kind of gambling was sold by the late Li Hung Chang, and has been bringing in a large sum to the government ever since. When Li Hung Chang asked for permission to grant a monopoly he represented the case as a harmless kind of gambling. At the time of the granting of the monopoly it was called Tai (great) Wai Sing. Li Hung Chang instead of calling the gambling by its right name Bait Pak Hop Pui, called it Tai (small) Wai Sing, or a small kind of the gambling carried on at examination times. On this understanding the monopoly was granted. The present Viceroy knows well the nature of the Pak Hop Pui, and ever since his arrival has spoken against it and declared his intention of having it stopped. He has made good his promise and in a few days this form of gambling will be under the ban. The Viceroy deserves great credit for taking this stand. He has in fact, by this step, deprived himself of a large source of revenue. To make good this loss the merchants will be called upon to contribute.

THE WAR.

JAPAN'S SUCCESS ON THE YALU.

RUSSIANS' STUBBORN RETREAT.

Mr. M. Noma, Consul for Japan, has kindly communicated the following telegram—
"Tokio, 3rd May, 6.10 p.m."

"General Kuroki reports that on the afternoon of the 1st inst. the enemy offered a stubborn resistance to our pursuit, adding 300 to our casualties."

The enemy fought bravely to the last. Finally, two companies of their artillery, after losing the majority of their men and horses, surrendered by raising a white flag. The officers taken prisoners asserted that Divisionary General, Kashitarinsky, and the commanders of the 11th and 12th Infantry Regiments, and the Artillery Battalion of Sharpshooters were killed. Many other superior officers were also killed or wounded. Many refugees subsequently returned and surrendered.

The total number of prisoners taken was 30 officers, and 300 non-commissioned officers and men. Details of losses are under investigation."

THE BUILDING OF HARBIN.

Writing to a home journal a correspondent says—
"Harbin is becoming a familiar word. According to the early reports the Japanese were to have been there ere this—it is so easy to draw lines on a shilling map. Whether the Russians are likely to surrender Harbin easily may be gathered from an account of its building. Harbin is on the Sungari river, at the point where the Manchurian branch of the Siberian railway meets the Chinese eastern branch which runs down to Port Arthur. It is about 350 miles west of Vladivostok and about as far from Port Arthur as John of Groat's is from Land's End. It may be said to be the geographical centre of Manchuria, and is surrounded on all sides for hundreds of miles with a favoured mineral and agricultural country, which produces wheat, oats, barley, beans, millet, hemp, tobacco, and some fruits. There is plenty of timber and much mineral wealth. Here, in this land of promise, the Russians have built them a city—and he that in the twentieth century buildeth a city is greater than he that ruleth his own soul. Harbin has sprung into being in much the same way as Delany. Magnificent buildings are either finished or near completion, and the place is as distinctly a Russian city as though it were located in the heart of European Russia. The land for many miles in each direction has been secured to make it impossible for any foreign influence to secure a profit or foothold, and foreigners are not recognised as having any right whatever."

In 1900 Harbin began to assume importance as a railway centre and junction; in 1901 the population had grown to 12,000 Russians; 1902 to 20,000; by May, 1903, to 44,000; and in October last a census showed a population of 60,000 exclusive of soldiers. Only 700 of the 60,000 were not Russians. All this was going on quietly and uninterruptedly while we were talking of Russian "withdrawal." I may add that the Chinese population is 40,000, located in a special settlement."

WHAT IT COST.

An idea of the magnificent scale upon which Harbin is being built may be gathered from the following list of some of the buildings under erection or completed:—

Building.	Cost.
Government offices	£120,000
Railway shops	250,000
Hospitals	63,000
Commercial school and girls' school...	50,000
Technical school	25,000
Eight schools for teaching Russians	
Chinese, and for teaching Chinese	
Russian	10,000
Club and store for employees	37,000
Hotel	16,000
Russo-Chinese Bank	20,000

The Russo-Chinese Bank building, is quite a palatial structure, and Harbin railway station is far more imposing than many of our important termini. The School of Commerce, too, is a fine building. Altogether, the Russians have reason to be proud of the city which is springing up in what was almost a wilderness. Many elegant residences and substantial structures are in course of construction in the park adjacent to the administrative quarter. A hotel and theatre combined have been built at a cost of over £6,000.

The St. Petersburg correspondent of the *Echo de Paris* writes that a French agent is negotiating for the sale of the Argentine warships to Russia, which is determined to have a superiority over the Japanese fleet by the end of July.

According to the St. Petersburg correspondent of the *Journal*, a large number of armoured automobiles, manufactured in Germany, France and Belgium, were to leave there for the front shortly.

The two new battleships ordered in England by Japan will be exceedingly powerful. Their length is 445 feet, which will exceed that of the most powerful British battleship by two feet. In order to meet the capacity of docking accommodation, the beam and draught have been fixed at 78 feet and 26 feet respectively. Each will have a displacement of 16,400 tons.

WAR NEWS FROM SHANGHAI.

The following cable intelligence has been received from the N. C. D. News—
Tokio, 3rd April. It is reported that Admiral Alexeiev has ordered the man-of-war at Port Arthur not to change their present positions until Admiral Skrydloff's arrival. Special instructions have been given to fully cover the men-of-war in the harbour, and two

turbo boats in rotation are keeping a lookout at the harbour entrance.

The skirmish on the Yalu on the 26th April was unprecedented, being an engagement between a cavalry force and a torpedo-boat.

It is officially announced that the *Kinsaku Maru* was broken in two by the explosion of the Russian torpedoes off Shinnpo, near Gensan, on the morning of the 25th instant, whereupon the troops on board fired volleys. A few men committed hara-kiri. No troops were captured alive. The killed included five officers and about 80 men.

The *Echo de Chine* has a note on the crossing of Lake Baikal on the ice which was going on regularly. As to the disappearance of an engine, it is easily explained. The driver got drunk and left his engine standing on the ice under full pressure. The fire-box, over-heated, melted the ice, and the whole thing was engulfed in the lake. When the engineer got sober, he went to get on to his engine, and all he found was a gaping hole in the ice.

THE ANGLO-FRENCH TREATY.

As already recorded in our column the Anglo-French Colonial Treaty was signed in the Foreign Office in London on the 8th April. It comprises three separate instruments. The first deals with Egypt and Morocco, the second with Newfoundland and West Africa, and the third with Siam, the New Hebrides and Madagascar.

By the terms of the Treaty the present political situation in Morocco and Egypt remains unchanged, and a full agreement is reached regarding Egyptian finances. The Treaty recognises the right of France to guard the tranquillity of Morocco, while France will not impede the action of Great Britain in Egypt, and Great Britain adheres to the Convention of 1888 for the

NEUTRALITY OF THE SUEZ CANAL.

Freedom of trade in Egypt and Morocco is guaranteed for 30 years, and if the Convention shall not be denounced before the expiration of that time, it is to remain in force for four years more. In order to assure the freedom of the Straits of Gibraltar, it is agreed that no fortification can be erected on the Moroccan coast between Melilla and the mouth of the Sebur River.

The two governments promise mutual assistance for the execution of these arrangements.

In Newfoundland France foregoes exclusive fishing rights on the French Shore, though retaining her right to fish. The Bait Bill of 1895 is modified so as to give Newfoundlanders the right to sell to the French fishermen. Indemnities will be given the owners and employees of the French establishments

ON THE FRENCH SHORE

in exchange for the abandoned fishing rights. France obtains three concessions regarding territory in West Africa. Under the terms of the first, there is to be a territorial re-adjustment on the Zambesi, giving France access to the portion of the river navigable by ocean-going ships; under the second, France secures the six Los Islands, and under the third there is to be a readjustment of the frontier line between the River Niger and Lake Tchad, giving France a route through the fertile country.

In the case of Siam, the two countries confirm the Declaration of 1893, determining its precise meaning, with regard to pre-existing differences.

With regard to the New Hebrides, the governments agree to appoint a commission, which will decide the land disputes between the inhabitants.

Concerning Madagascar, Great Britain withdraws the protests made at various periods against the French economic regime there.

CHORUS OF APPROVAL.

The Government has long been a stranger to such a chorus of universal approval and congratulation as that exhibited editorially in all the London newspapers on 5th ult., because of the happy conclusion of the Anglo-French negotiations for a Colonial Treaty.

This approval is none the less whole-hearted because it is recognised that France has obtained substantial concessions, while surrendering little of real value. The King is again hailed as a successful diplomatist, and the greater portion of the thanks is accorded to him for having initiated the rapprochement and to President Loubet for having received the overtures in a cordial and open spirit. Lord Lansdowne and M. Delcasse are equally complimented for their services to

THE CAUSE OF PEACE

between the two countries.

The *Daily Telegraph* says: "It is most satisfactory to welcome a diplomatic incident which will be recorded for centuries. It is no exaggeration to assert that every barrier in the way of lasting peace between France and Great Britain has been removed, and if either party had made infinitely great sacrifices they would have been cheap indeed, in view of the incalculable value of the accord obtained."

The foregoing quotation represents the general spirit of the editorial comments.

AN EXCEPTION.

however, is found in the *Morning Post*, which expresses amazement at the moderation of the British Government, and deplores the lack of diplomatic skill which Mr. Balfour and Lord Lansdowne have displayed, adding: "Never in our recollection has Great Britain given away so much for nothing."

The *Morning Post* thinks that much better terms might have been obtained in exchange for what is a virtual recognition of the French right to a protectorate over Morocco, and complains that the Newfoundland settlement also unduly favours France.

Much satisfaction is expressed over the settlement which liberates accumulated sums of nearly six millions in the case of the Egyptian Debt, which can now be expended upon railroads, and other public works needed for the development of Egypt.

NOT MUCH SACRIFICE CERTAINLY.

Although the Anglo-French entente does not appear to provoke enthusiasm, the general

tone of the press, in Paris, even of the newspapers hostile to the Government, is distinctly favourable, the editorials for the most part expressing relief that possible causes of conflict between France and Great Britain have now been removed without the making of undue sacrifices on the part of France.

ACTION AGAINST MESSRS. APCAR & CO.

AT SHANGHAI.

The Chief Justice, Sir Hiram S. Wilkinson, sitting in the Shanghai Supreme Court on 29th ult., heard an action brought by Mr. D. E. J. Abraham, merchant of that port, against Messrs. Apar & Co., steamship owners, to recover the value of some opium alleged to have gone astray while in custody of the carriers. According to the petition plaintiff was the holder of a bill of lading dated the 6th October, 1902, of 55 chests of opium shipped at Calcutta on board the defendants' ship *Lightning* for carriage from Calcutta to Shanghai. Of the 55 chests of opium half a chest or 20 balls were short delivered by the defendants and in further breach of their contract under the bill of lading the defendants did not deliver the 55 cases to the plaintiff in apparent good order and condition. The plaintiff asked that defendants be ordered to deliver to him the balance of his cargo or the value thereof, namely, Tls. 365 with interest at the rate of 7 per cent from the 9th December, 1902. In the alternative that they be ordered to pay to the plaintiff Tls. 500 by way of damages in respect of the breach of contracts also that the defendants be ordered to pay costs of suit.

The answer of Messrs. Apar & Co. said that if half a chest of opium or 20 balls had been short delivered by the defendants (which the defendants denied) the defendants maintained they were absolved from any liability in respect thereof by the exceptions and conditions written at the foot of the bill of lading under which the cargo was shipped, and in particular to exception and condition "I. Weight, measure, contents, and value unknown." The defendants denied that they did not deliver the 55 cases of opium in apparent good order and condition and further stated they had properly carried out the provisions of the Bill of Lading as far as they were legally bound to do.

Mr. McNeill, for plaintiff, submitted that the contract as between defendants and plaintiff was before them, in that Bill of Lading, and it was for his Lordship to decide how far the defendants had carried it out, and how far they were protected in regard to what they had not carried out. He submitted that it was sufficient for plaintiff to prove a prima facie case of the shipment of 55 chests of opium and afterwards to prove to the Court the short delivery of half the contents of one chest.

Subsequently Mr. McNeill explained that the cargo was transhipped at Hongkong, and one chest brought forward in a different ship. The plaintiff made a claim immediately and was informed that his claim appeared a reasonable one and would be settled by-and-by. This and subsequent proposals to submit the matter to the Calcutta Chamber of Commerce, explained the delay in bringing this action.

Thomas Billes, a native of Manila, employed on the opium hulk *Yuen Fah*, deposed that he took delivery and superintended the shipment of cargo. He remembered taking delivery on the 6th November 1902 of a chest of opium from the *Loongmoon*, which he entered in the book (produced) by its initials and number "E.J.A. 622" and its weight 206 lbs., and marked it "1 chest—20 balls only." A full chest would have weighed about 250 lbs. more. He could see that the box had been tampered with. The complainant said: "You have come for that case?" Witness said "Yes." He said: "There are only 20 balls inside." Witness looked, and saw that the chest was not sealed, and that the seams were open. Outside, he noticed that the gunny covering was stitched with two different kinds of twine.

Cross-examined—Chests of opium weighed from 290 lbs. to 350 lbs. A light chest from Benares (like this one in question) should weigh about 295.

David Ezekiel Joshua Abraham, the plaintiff, affirmed that he was a British subject, and an importer of opium. He imported it by various lines of steamers, in partnership with his brother. It was purchased from the Government at auction by agents in India, to the orders of his brother in Bombay.

Witness paid for this consignment of 55 chests, paying the Bank at Shanghai. The chests that came by the *Loongmoon* was shipped from Hongkong as a half-chest, was so named in the manifest of the agents, and passed the Customs as a half-chest. He identified a number of letters and copies of letters which reached him in Japan, after his claim had been made.

Mr. McLeod submitted that the Bill of Lading spoke only of 55 chests, and they had delivered 55 chests. It said nothing about the contents. The defendants were not concerned with the weight, value, contents, or measurement.

His Lordship said he was sitting there as a jury and had to decide whether there were 40 balls or 20 balls of opium in that chest when shipped. He was against Mr. McLeod in his contention that the chest was delivered in good external order. He did not propose to give any elaborate reasons for his finding. He might express opinions which might be made use of again and he didn't wish to do that. There was no dispute as to the amount. Sitting as a jury, on the evidence before him, he arrived at the conclusion that the chest was not delivered in apparent good order and condition, and also that when delivered it contained twenty balls fewer than it should have done. He gave judgment, therefore, for the plaintiff for Tls. 365, with 7 per cent interest for one year, Tls. 25.55, or altogether, Tls. 390 and 55 candareens, the defendants to pay the costs of the suit. His judgment was limited entirely to the case before him.

RUSSO-JAPANESE WAR FUND.

We have received, from Mr. J. R. M. Smith, hon. treasurer, of the above Fund, a further list of subscriptions, bringing the total amount received up to \$25,834.25.

ANOTHER FIRE.

HEAVY INSURANCE.

Another outbreak of fire occurred early this morning. At 4.30 a.m. the watchman at No. 5 Police Station gave the alarm, which resulted in the fire being turned out and proceeding to No. 37, Bonham Strand, the scene of the catastrophe. When help arrived, the building was enveloped in flames from roof to basement, and the fact that all the doors and windows had been left open by the conies who slept on the premises and were saving their goods and chattels, created a considerable draught that sped the conflagration. As soon as the firemen arrived it was evident that no chance existed of saving the building, so that all efforts were concentrated on keeping the flames from the adjoining houses. Unfortunately the upper stories of No. 201, Wing Lok Street, abutting on the burning building and occupied by the same firm, caught fire and suffered considerably. A plentiful supply of water was to hand and, thanks to the efforts of the Brigade, the flames were under control by 5.15 a.m. No. 37 was completely gutted and the top floor of No. 201 burned out.

Four safes were removed from the premises, three being taken from No. 37, and one from No. 201. These safes were removed to the Central Police Station, and there examined, and \$9,000 were found in them in notes, some of which were charred around the edges, and others, in flimsier tin boxes, were burnt beyond recognition. Some small sums in silver and copper coins were also found in the same boxes.

We are informed that the premises and goods were insured for the sum of \$22,000, with the Tung Hong, Transatlantic and the Commercial Union Fire Insurance Companies. The buildings served as offices and warehouses for a firm of dealers in fancy goods.

CHRISTIAN MISSIONS IN CHINA.

A CHARGE REFUTED.

In the new number of the *World's Work* a colonial who has had thirteen years' experience of Chinamen alleges that a genuine instance of an adult Chinaman being converted to the Christian faith is almost unknown. Mr. Marcus Wood, the secretary of the China Inland Mission, Newington Green, smiled when he was shown the statement by a representative of the *Pall Mall Gazette*.

"We have heard of that Colonial before," he remarked. "It is too late in the day, however, to pay much attention to such a charge. During the first ten years of the Mission's history, the work was confined to four provinces. Twenty-eight churches were formed during this preparatory period. During the next ten years widespread itinerations were made throughout all the unoccupied provinces of Manchuria, Mongolia, Sinkiang, as far West as Kuldja, Eastern Tibet, and Upper Burma. Stations were also opened in all the unoccupied provinces, except Kwang-si. Since the third decade the work has assumed a more settled nature. Itinerations and explorations have given way to the consolidation of results, in the opening of stations, and grouping the work round these settled centres. We had, at the close of 1899, 811 missionaries, 774 native helpers, 394 stations and out-stations, and 8,557 native communicants."

"Of course the Boxer crisis seriously interfered with our work, but we are finding inquiries more numerous among all classes of Chinamen. Our missionaries are scattered over every part of the Empire, and although the work is slow it is sure. To say that there is no such thing as a genuine Christian Chinaman is untrue. Doubtless there are many who pretend to be what they are not, but we need not go to China for them."

COMMERCIAL.

3.45 p.m.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

Indo-Chinas	\$97 b.
Perak Sugars	Tls. 51 b.
Chinese Engineering	6 1/2 b.
Shanghai Pulp	115 b.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 5/16
Do. demand	1/9 5/16
Do. 4 months' sight	1/9 1/2
France—Bank T.T.	2.22
America—Bank T.T.	4.33
Germany—Bank T.T.	1.81
India T.T.	132 1/2
Do. demand	132 1/2
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	87 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	106 1/2
4 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
30 days' sight San Francisco & New York	43 1/2
4 months' sight	44 1/2
30 days' sight Sydney and Melbourne	1/9 1/2
4 months' sight France	2.25 1/2
6 months' sight	2.28 1/2
4 months' sight Germany	1.85 1/2
6 months' sight	1.88 1/2
Bar Silver	25 1/2
Bank of England rate	25 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	950/990
" Old	1,020/1,140
" Oldest	1,185/1,220
Patna New	1,365
" Old	1,355
" Bares New	1,345
" Old	1,335
Persian (Paper)	890/920

To-day's

Advertisements.

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE.

OWNERS OF GOODS which were BURNED in the above Company's Godowns Nos. 21, 22, 23 on 10th April last are hereby notified that all such Goods, or the debris thereof, not claimed by the 7th instant, will be forthwith disposed of at their risk and expense.

EDWARD OSBORNE,

Secretary.

Hongkong, 4th May, 1904. [585]

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of 7% for the half year ending March 31st, 1904, has been declared. DIVIDEND WARRANTS will be issued on application at the Company's Office on and after TUESDAY, the 10th inst. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 10th inst., both days inclusive.

By Order,

J. W. KEW,

Manager.

Hongkong, 4th May, 1904. [587]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on SATURDAY, the 7th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th May, 1904. [586]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Corduan*, and from Havre ex s.s. *Corduan*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 10th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 10th instant, at 3 P.M. No Fire insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd May, 1904. [9]

Intimation.



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"ANTENOR"	On 10th May.
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 17th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 31st May.
*GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 7th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 17th May.
S.S. "AGAMEMNON" left Victoria, B.C., on 22nd April, for Japan and Hongkong.		
S.S. "NINGCHOW" will leave Victoria, B.C., for Japan and Hongkong on 15th May.		

Butterfield & Swire,
AGENTS.

Hongkong, 2nd May, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUNAN"	To-morrow.
SHANGHAI	"KIUKIANG"	To-morrow.
SWATOW and TIENTSIN	"WUHU"	7th May.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	9th "
YOKOHAMA and KOBE	"CHANGSHA"	13th "
MANILA	"SUNGKIANG"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th May, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 7th May, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 14th May, at 10 A.M.
PERLA	1980	A. H. Netley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 30th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schuldt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
"ARABIA"	4,483	Bahle	September 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M., on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE.—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF.—At the Western end of Wing Lok
Street.

The Steamers on an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 " " "
Meals.....1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street,
WENDT & CO.,
Canton Agents.

Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation, Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

I. TREVoux & Co.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Noel, leaves Hongkong on MON-
DAY'S, WEDNESDAYS and FRIDAYS, at
the usual hour.

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.
First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese......80
Deck......30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons

Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.
"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$3
Meals.....(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the
above Port, on FRIDAY, the 6th instant, at
11 A.M.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 3rd May, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched as above
on TUESDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 3rd May, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG

1904.

About

"SHIMOSA".....10th May.
"SATSUMA".....31st May.

For Freight and further Information, apply
to

DOUGLASS & Co., LIMITED,
Agents.

Hongkong, 28th April, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS. ISSA"

will be despatched for the above Port, on
THURSDAY, the 26th May,

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 21st April, 1904.

HONGKONG METEOROLOGICAL

SIGNALS

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—

A cone point upwards indicates a typhoon to
the North of the Colony.

A cone point upwards and drum below in-
dicates a typhoon to the North-East of the
Colony.

A drum indicates a typhoon to the East of
the Colony.

A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.

A cone point downwards indicates a typhoon
to the South of the Colony.

A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.

A ball indicates a typhoon to the West of
the Colony.

A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.

Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.

The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on H.
M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office,
Ferry Company's Pier, Ice House Street,
Blake Pier,
Post Office,
Harbour Office,
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-
WARNINGS are exhibited on the above boards
daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."

F. G. FROG,

Acting Director

Hongkong, Observatory, 2nd January, 1904.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 26th April, 1904, per \$ Mex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chau

Bullock's Brains—, Know..... per set

" Tongue fresh—Ngau Li..... each

" Corned—Ham Ngau Li.....

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin..... each

" Kidneys—Ngau Yiu.....

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To.....

Calves' Head and Feet—Ngau-chai-
tau-keok.....set

Mutton Chop—Yeung Pai Kw.....

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chillings—Chi cheong

" Brains—Chi Know.....per set

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu.....pair

" Liver—Chi Kon

Pork, Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

Sheeps' Head and Feet—Yeung Tau

Keok.....set

" Heart—Yeung Sum.....each

" Kidneys—Yeung Yiu.....

" Liver—Yeung Con.....

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

Venl—Ngan Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngai

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo

Musk Deer—Wong Keng

Hare—Ta Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

" Hoihow—Hoihow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chui

Turkeys, Cock—Fo Kai Kung

" Hen—, Na

Wild Ducks, Shanghai, Sui-ap

Teal, Shanghai, Sui Ap Chai

Wild Ducks Canton—Sang Shing Sui

Apea.....per pair \$1.25

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hai

Cuttle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Til Tu Sa

Shipping.

Arrivals.
Okra, Br. s.s., 3437, T. Johnstone, R.N.R., 2nd May, —Rangoon via Singapore 24th April, Rice, —J. M. & Co.
Pera, Br. s.s., 4916, A. L. Valentini, 3rd May, —London 20th April, and Singapore 28th April, Gen.—P. & O. S. N. Co.
Anghin, Ger. s.s., 1970, G. Schultze, 3rd May, —Bangkok via Koh-si-chang 26th April, Rice and Gen.—B. & S.
Empress of Japan, Br. s.s., 3039, Hecra Pybus, R.N.R., 4th May, —Vancouver via Ports 15th April, and Shanghai 2nd May, Flour and Beer.—C. P. R. Co.
Kweiyang, Br. s.s., 1062, Meathrel, 4th May, —Chinkiang and Wuhu 29th April, Gen.—B. & S.
Maharaja, Br. s.s., 1046, E. J. Page, 4th May, —Calcutta via Singapore 29th April, Rice and Flour.—Lia Chuen.
Haiching, Br. s.s., 1267, A. E. Hodgins, 4th May, —Fochow via Amoy and Swatow 1st May, Gen.—D. L. & Co.
Tamsui, Br. s.s., 919, Eddy, 4th May, —Canton 3rd May, Gen.—B. & S.
Tyr, Nor. s.s., 1418, L. L. Danielsen, 4th May, —Canton 3rd May, Coal.—S. T. & Co.
Kwangsai, Ch. s.s., 1474, Lincoln, 4th May, —Canton 3rd May, Gen.—C. M. & N. Co.
Fritbjof, Nor. s.s., 891, Haraldsen, 4th May, —Tamsui and Swatow 2nd May, Gen.—D. S. K.

Clearances at the Harbour Office.

Moharaja, for Saigon.
Kwangsai, for Shanghai.
Wasing, for Swatow.
Kwangsai, for Canton.
Wasing, for Macao.
Tuk Hing, for Kungmin.

Departures.

Tiger, Ger. gunboat, for Pakhoi, May 4.
Hansa, Ger. cruiser, for Swatow.
Ernest Simons, for Shanghai.
Kunigawa Maru, for Japan.
Arigonia, for Yokohama.
Haitan, for Swatow.
Phu Yen, for Yokohama.
Cari Diederichsen, for Hoihow.
Triton, for Swatow.
Okra, for Yokohama.
Wasing, for Shanghai.
Gara, for Saigon.
Wasing, for Swatow.
Kaifong, for Manila.
General Bagdad, for Shanghai.
Jain, for Shanghai.

Arrivals.

Per Anghin, from Bangkok, &c.—Mr. Chel-hone.
Per Pera, from Port Said for Shanghai—Mr. S. Bothas.
Per S. Stafford.
Per Haiching, from Coast Ports—Rev. W. F. Knox, Mr. Lloyd, Capt. Webb, Mess. S. F. C. Butler, Tan Choo, Son, Choo Tek Hee, and 297 Chinese.

Passengers departed.

Per Loongyang, for Manila—Mr. and Mrs. F. D. McCall, Mr. Bernard David, Mr. and Mrs. H. Araki, Messrs. Kana, Anaki, Luy Luy, Cey Tey, Lay Chiu, Lam Wah, Che Cong, Lei Cap, Lai Y Chio, Long Kam Cheng, Lee Kong, Lia Sea Po, Ma Chu, Wong Sam and Wong Gam.
Per Annam, for Saigon—Messrs. R. Imbert, Douteine Kourad, Le van Le Secretain Amramite, wife and 3 sons, and 33 Chinese.
Per Singapore—Rev. Gabriel Archange, Messrs. M. V. M. Dupond, Marquard, Kwik Thong Biarno, Kwik Djoen Eeng, 24 Japanese and 2 Chinese. For Bombay—Mr. H. C. McKilleigan. For Marseilles—Mr. P. Lucken, Mr. M. C. Brooks, Messrs. Charles Taylor and Brog Ferreira.

Shipping Report.

Str. Kweiyang from Chinkiang:—Moderate variable winds, and dense fog.

Str. Okra from Rangoon:—Fine weather throughout, N.E. wind within 700 miles to Hongkong.

Str. Haiching from Fochow:—Light SW. breezes with intervals of fog there to Amoy, strong N.E. breezes with clear weather there to Swatow, thence to port light variable airs, and hazy smooth.

Str. Namsang from Singapore:—Light winds, cloudy, with smooth sea to Lat. 7° N., then overcast, with heavy rain squalls, and confused sea to Lat. 14° N., thence to port light winds, fine and clear, smooth sea.

Steamers Expected.

Vessel	From	Agents	Due
Coptic	Manila	P. M. Co.	May 5
Simla	Singapore	P. & O. Co.	May 6
Indrapura	Japan	P. & O. Co.	May 6
Tsinan	Kuchinotzu	D. & S.	May 7
Oldenburg	Singapore	M. & C.	May 9
Theodor Wille	Singapore	H. A. L.	May 9
Suisan	Singapore	J. M. & Co.	May 10
Kansu	Tientsin	B. & S.	May 10
Changsha	P. Darwin	B. & S.	May 11
Sachsen	Singapore	M. & C.	May 12
Lothian	Japan	C. C. Co.	May 12
Korea	Japan	P. M. Co.	May 13
Eastern	P. Darwin	B. & S.	May 15
Emp. of China	Vancouver	C. P. R. Co.	May 23

Vessels in Port.

Arrivals.
Amara, Br. s.s., 1365, C. J. Matlock, 19th April, —Saigon 15th April, Rice, Flour and Cotton Seed.—J. M. & Co.
Ardandear, Br. s.s., 2040, W. Kinley, 3rd April, —Mojito 24th April, Coal.—B. & Co.
Borneo, Ger. s.s., 2168, E. Musle, 25th April, —Sandakan 21st April, Gen. and Timber.—M. & Co.
Cardium, Br. s.s., 3594, Daniel, 3rd May, —Pulo Bukum 19th April, and Singapore 27th, Bulk Petroleum.—A. K. & Co.
Chawshan, Br. s.s., 1281, J. D. Jenkins, 12th April, —Saigon 8th April, Gen.—B. & Co.
Fausang, Br. s.s., 1410, T. Mitchell, 1st May, —Hongay 29th April, Coal.—J. M. & Co.
Hinsang, Br. s.s., 1576, W. E. Sawyer, 1st May, —Java (Sourabaya) 22nd April, Sugar.—J. M. & Co.
Hoihow, Fr. s.s., 508, Caste, 28th April, —Haiphong and Hoihow 25th April, Gen.—A. R. M.
Isle de Negros, Am. s.s., 203, Lantilgen, 7th April, —Manila 3rd April, Ballast.—B. & Co.
Nam Sang, Br. s.s., 2591, Geo. Payne, 3rd May, —Singapore 27th April, Gen.—J. M. & Co.
Narke, Norw. s.s., 1924, Rod, 1st May, —Barry 11th Mar., and Singapore 23rd April, Coal.—Order.
Sado Maru, Jap. s.s., 3861, G. Anderson, 24th April, —Singapore 19th April, Ballast.—N. Y. K.
Seward, Am. transport, 1250, Croskey, 20th April, —Manila 16th April.
Signal, Ger. s.s., 907, A. Bendixen, 30th April, —Bangkok 23rd April, Rice.—J. & Co.
Simoom, Br. s.s., 3737, R. E. Collins, 24th April, —Barry Docks 12th Mar., Coal.—D. & Co., Ltd.
Sobig, Nor. s.s., 2623, Graland, 28th April, —Barry and Singapore 23rd April, Coal.—Master.
Swanley, Br. s.s., 2927, J. Dawson, 3rd May, —Kuchinotzu 28th April, Bunker Coal.—G. L. & Co.
Tartar, Br. s.s., 4175, F. W. Evans, 29th April, —Vancouver via Japan 31st Mar., Gen.—C. P. R. Co.
Telemach, Br. s.s., 1311, I. Williamson, 1st May, —Saigon 26th April, Rice and Cotton.—Order.
Themis, Br. s.s., 1209, Thamasen, 29th April, —Kobe and Moji 23rd April, Coal and Gen.—Vee Woo & Co.
Tweeddale, Br. s.s., 1616, 16th April, —Moji 10th April, Ballast.—G. L. & Co.
Zafiro, Br. s.s., 1611, Rodger, 2nd May, —Manila 30th April, Gen.—S. T. & Co.

Sailing Vessels.

Algoa Bay, Br. s.s., 1111, Title, 4th Mar., —Hongay 15th Feb., Coal.—B. & S.
Maria Le, Ital. s.s., 1118, D. Urso, 9th April, —Freemantle 7th Feb., Sandalwood.—Order.

Hongkong & Whampoa Dock Returns.

H.I.G.M.S. Moeve, at 10.00 a.m. Dock.
H.M.S. Taku, " " " "
U.S.S. Monterey, " " " "
Honam, " " " "
Apenador, " " " "
Adamastor, " " " "
Haihao, " " " "

Ships Passed The Canal.

Forward—9th April—Plantmars, Titania, Verona, Ulysses, Segovia 13th April—Schuyler, Santa, 16th April—Cathax, Indramaya, Teenks, Borneo, Courtfield, Silverlip. 20th April—Vindobona, Elaine, Heimdal, Silthonia. 23rd April—Australien, Nurnberg, Union. 26th April—Kontzeberg, Border Knight, Bamberg. 27th April—Ceylon, Flitshire. 29th April—Java, Candia, Armand Behic, Rhipeus. Home ward—9th April—Roon. 13th April—So otri. 23rd April—Ajaz, Preussen. Arrivals at Home—9th April—Palermo. 13th April—C. Ferdi, Lacia, Keenum. 16th April—Radnorshire. 20th April—Oanfa, Moynne. 23rd April—Gisela, Sydney. 26th April—Macduff. 29th April—Sagami, Glauca.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:

On the 4th at 11.25 a.m. The barometer has risen in NE. Japan, and very slightly in the southern Philippines, and fallen at all other stations.

The greatest pressure is probably over the Pacific, east of Formosa, and the least in the western part of the China Sea.

Gradients are very slight on the China Coast and light SW. winds may be expected in the Formosa Channel, and moderate SE. winds in the China Sea.

Forecast:—Moderate SE. to S. winds; cloudy, fine.

	May 3 at 10 a.m.	May 3 at 4 p.m.
Barometer	29.99	29.89
Temperature	75	76
Humidity	77	73
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

	May 4th, 1904, a.m.	Bar.	Th.	Hum.	Wind.	W.
Vladivostok	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	30.16	—	—	SW	4
Hakodate	—	30.13	—	—	—	—
Tokio	—	30.10	—	—	—	—
Kochi	—	29.99	—	—	W	0
Nagasaki	—	29.99	—	—	—	—
Kagoshima	—	30.03	—	—	N	2
Oshima	—	29.96	—	—	—	—
Naha	—	29.93	—	—	—	—
Ishigakijima	—	29.93	—	—	SE	2
Taihou	—	29.86	—	—	—	—
Taihu	—	29.91	—	—	—	—
Taiwan	—	29.86	—	—	N	2
Koshun	—	29.87	—	—	NE	2
Weihsaiwei	9 a.m.	29.87	—	—	NE	2
Gutzlaff	—	29.93	63	78	S	2
Sharp Peak	—	29.87	73	76	W	0
Amoy	6.30 a.m.	29.94	69	80	W	1
Swatow	9 a.m.	—	—	—	—	—
Canton	—	—	—	—	—	—
Hongkong	10 a.m.	29.88	77	80	E	2
Victoria Peak	—	—	—	—	SE	2
Gap Rock	—	29.88	—	—	ENE	3
Macao	—	29.85	78	—	E	2
Haiphong	—	29.84	86	71	WSW	1
Manila	—	—	—	—	—	—
Isabel	9 a.m.	29.86	84	—	WSW	3
Hoilo	—	29.86	84	—	WSW	3
Cebu	—	29.88	82	—	—	0
C. St. James	10 a.m.	—	—	—	—	—

Post Office.

A Mail will close for:—

Canton—Per Kinsan, 5th May, 7.30 A.M.
Macao—Per Haiching, 5th May, 1.15 P.M.
Shanghai—Per Kwanglee, 5th May, 2 P.M.
Shanghai—Per Tamsui, 5th May, 3 P.M.
Shanghai—Per Tientsin, 5th May, 3 P.M.
Chefoo—Per Karin, 5th May, 3 P.M.
Nantao—Per Tientsin, 5th May, 3 P.M.
Sanbu—Per Hoi Fu, 5th May, 5 P.M.
Macao—Per Wingchat, 5th May, 5 P.M.
Kungmoon, Kunchuk and Samshui—Per Linton, 5th May, 5 P.M.
Canton—Per Fatshan, 5th May, 5 P.M.
Canton—Per Hankow, 5th May, 7.30 A.M.
Swatow—Per Haiching, 5th May, 10 A.M.
Kudat and Sandakan—Per Borneo, 5th May, 11 A.M.
Nantao—Per Tientsin, 5th May, 5 P.M.
Sanbu—Per Hoi Fu, 5th May, 5 P.M.
Macao—Per Wingchat, 5th May, 5 P.M.
Canton—Per Fatshan, 5th May, 5 P.M.
Canton—Per Kinsan, 5th May, 7.30 A.M.
Manila—Per Zafiro, 7th May, 9 A.M.
Manila—Per Shawmut, 7th May, 10 A.M.
Moji, Kobe, Yokohama and San Francisco—Per Algoa, 7th May, 11 A.M.
Shanghai—Per Kwangyang, 7th May, 2 P.M.
Swatow and Tientsin—Per Cathai, 7th May, 3 P.M.
Nantao—Per Tientsin, 7th May, 5 P.M.
Sanbu—Per Hoi Fu, 7th May, 5 P.M.
Macao—Per Wingchat, 7th May, 5 P.M.
Canton—Per Fatshan, 8th May, 9 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Tientsin, 9th May, 3 P.M.
Straits and Calcutta—Per Namsang, 10th May, 2 P.M.
Singapore, Penang and Bombay—Per Ischia, 11th May, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, U.C.—Per Empress of Japan, 11th May, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Coptic, 12th May, 11 A.M.
Yokohama and Kobe—Per Changsha, 13th May, 3 P.M.
Manila—Per Rubi, 14th May, 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, U.C.—Per Tartar, 21st May, 11 A.M.
Europe, &c., India, via Tuticorin—Per Bayern, 25th May, 11 A.M.

VISITORS AT THE HOTELS.

CONNAUGHT.
Bell, Mrs. J.
Bell, J. F.
Boyce, W. B.
Buchanan, E. B.
Christie, Mr. & Mrs. D.
Dunlop, John.
Dunlop, Mrs. B.
Dunlop, Mrs. B.
Dunlop, Mrs. B.
Eyre, Mr. and Mrs. H.
Harris, J. D.
Helme, E. B.

THOMAS.
Adanis, F. R.
Bakker, J. O.
Berman, C. F.
Bish, Wm. N.
Cancesan, N. W.
Coyle, J.
Crego, Mr.
Dunlop, A. E.
Eastman, M. G.
Erskine, E. P.
Forman, J. G.
Hough, Dr.
Jenson, Mr.
Kernan, L. E.
Key, G. W.
Lehman, E.

CRAIGIEBURN.
Cowden, Mrs. & Miss Smith, Mr. and Mrs.
Dann, G. H.
Gaskell, Mr. and Mrs.
Griffith, Mrs.
Lauder, P.
Ross, W. W.
Smith, Mr. E. Grant

HONGKONG.

Anderson, Mr.
Andrews, H. W.
Arral, Madam
Bassett, Madam
Bell, E. J.
Bell, Mrs.
Bell, Miss L.
Birbeck, R. J.
Bissell, W. S.
Boggan, Mr. & Mrs. R.
Bonner, E. A.
Bontinon, L.
Borthwick, Mrs. R. W.
Boyce, W. B.
Brady, W. E.
Campbell, R.
Cheshire, F. D.
Clark, W. G.
Colson, F. T.
Davidson, U.S.A., Lt.
Davies, Mrs. J. T.
Deacon, F. B.
Dean, G.
Debrunner, A.
Derbyshire, J. H.
Dicks, W. B.
Douglas, Capt. & Mrs. J.
Downing, J. C.
Ellis, Mr. and Mrs. A.
Fisher, H. G.
Fischer, R.
Garcia, M.
Garry, C. J.
Gie, J. and valet
Glover, C.
Grant, A. W.
Gras, Mr.
Hall, Capt. T.
Hamblin, J. H.
Hamersley, B. F.
Hampden, H. B.
Hayton, J. T.
Hickford, R. G.
Hooper, Mr. and Mrs.
Icely, Rev. F.
Joseph, Mr. and Mrs.
Katsch, E. A.
Leggatt, E. A.
Lewis, A. R.
Macaulay, Dr. H. R.
Macgowan, R. J.

KING EDWARD.

Agess, Mr.
Anderson, Capt. R. A.
Arthur, H. W.
Chadbourne, Wm. M.
Chozalon, A.
Jameson, J. Watt
Jameson, R.
Kent, R., Lt.-Col. F.
Kent, Mrs. F. E.
Kent, Capt. W.
Menzies, R. S.
Muelle, Ed. (Consul for Peru)

Mackie, C. Gordon.

Mackie, C. Gordon
Marriott, Dr. O.
Marston, Mrs. E.
McAran, T. P.
McCullum, W. J.
Meikle, Mr. & Mrs. E.
Miller, P. L.
Miles, E. T.
Moore, J. H.
Morrison, P. H., Dr.
Newington, A. G.
North, C. J.
Onslow, Mrs. M.
Osborn, Mrs. F.
Pattie, Mr. & Mrs. J. A.
Peirce, Mr. and Mrs.
H. H. D.
Peschkopf, Mrs. and servant
Pike, R.N., Lt. & Mrs. G.
Pingdengalos, E. & B.
Potter, A. G.
Potts, W. H.
Rafael, Mrs. E. J.
Reilly, G. A.
Ross, G. P.
Sallis-Schwabe, G.
Sayle, R. T. D.
Scales, U.S.A., Lt. W.
Schiller, G. B.
Scott, Mr. & Mrs. Gray
Shaw, F. E.
Simmons, Mr. and Mrs.
Skott, C.
Somerville, Geo.
Somerville, Mrs. A.
Stanley, H. H.
Stuart, Mrs. Leslie C.
Thimble, W. D.
Trimme, W. D.
Vallance, C. A.
Vernon, Mr. and Mrs. J.
Whitton, Mrs. A. M.
Winter, O.
Wolff, Philip
Woolmer, Mr. & Mrs.
Wright, Mr. and Mrs.
C. G.

PEAK.

Beattie, J. M.
Beattie, M. P.
Benson, Mr. & Mrs.
Bunny, Lieut. Col. F.
Bunny, Major and Mrs.
Bunny, Miss
Bunny, Col. L. F.
Conrad, Mr. and Mrs.
Dymock, "A. A.
Sheldrake, Capt.
Forte, R.N., Capt. and Mrs.
Frege, Mr. and Mrs.
French, Major G. A.
Grant, R.N., Eng. Lieut.
A. R.
Hudig, D.
Hamilton, Major
Hamilton, J. E.
Hardy, R.N., Commu-der and Mrs.
Hays, I.
Hewitt, F. T. B.
Holborow, Mr.
Jeffery, Mrs.
Jeffries, H. W.
King, Mr.
Longstaff, G. B.
Longstaff, Miss

KOWLOON.

Aherne, Mrs.
Baker, Col.
Bates, Mrs.
Daniel, W.
Dye, H. S.
Gomes, Mr. and Mrs.
Gilson, G. A.
Iremonger, Lieut.-Col.
Jewell, F. F.
Laurie, Dr. and Mrs.
Mitchell, Mr.
Murchie, Mr.
Yokura, K.

ACCIDENT IN AN ENGLISH COAL PIT.

While working in a Hanley coal pit some years ago John Henshall lost an eye from a spark at the pick-end. The injury set up inflammation, which compelled the doctors to remove the eye. Finding his occupation as a miner gone, he has since worked as a gardener and at odd work. He is a most respectable and intelligent man, the victim of repeated misfortunes.



Mr. John Henshall.
Victim of an accident at Hanley.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Mirs Bay
Albion	battle-ship, 1st class	12,950	16	13,500	Captain T. H. M. Jerram	Mirs Bay
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Shanghai
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Mirs Bay
Andromeda	cruiser, 1st class				Captain R. Nelson O'Malley	Hongkong
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander F. M. Leake	Yangtze
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtze
Centurion	battle-ship, 1st class	10,500	14	13,000	Captain Fegan	Mirs Bay
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	300	—	700		Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Weihowai
Espergle	sloop	1,070	10	1,400	Commander Ernest Barton	Hongkong
Fame	torpedo boat destroyer	360	6	5,700	Lieut.-Commander C. Asser	Hongkong
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewes, D.S.O.	Chemulpo
Glory	battle-ship, 1st class	12,000	16	13,500	Captain W. A. Carter	Mirs Bay
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000		Hongkong
Humber	storeship	1,640	—	800	Commander J. D. Daintree	Hongkong
Janus	torpedo boat destroyer	280	5	3,900	Lieut.-Commander J. A. Gregory	Hongkong
Kinsha	river gunboat		4		Lieut.-Commander G. B. Powell	Yangtze-Kiang
Leviathan	cruiser, 1st class	14,100	—	31,500	Honourable N. G. Stopford	Weihowai
Moorehen	river gunboat	180	2	800	Lieut.-Commander G. G. Webster	Hongkong
Ocean	battle-ship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Mirs Bay
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Phaonix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Shanghai
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Amoy
Rinaldo	sloop	980	10	1,400	Commander D. St. A. Wake	Sandakan
Robin	river gunboat	85	2	240	Lieut.-Commander John P. Iven	West River
Rosario	sloop	980	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	9,400	Captain C. H. H. Moore	Mirs Bay
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Sparrowhawk	torpedo boat destroyer	355	6	6,300	Lieut.-Commander C. G. Codrington	Hongkong
Taku	torpedo boat destroyer	250	6	6,500	Fleet Reserve	Hongkong
Talbot	cruiser, 2nd class	5,600	11	9,600	Captain Lewis Bayley	Singapore
Tamar	receiving ship	4,650	6		Commodore Dickson	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Shanghai
Tweed	coast defence gunboat	363	3	200	Lieutenant Forbes	Mirs Bay
Vengeance	battle-ship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Singapore
Vestal	sloop	980	10	1,400	Commander S. St. John Farquhar	Hongkong
Virago	torpedo boat destroyer	355	6	6,300		Mirs Bay
Waterwitch	surveying ship	450			Lieut.-Commander Ernest C. Hardy	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. M. Wells	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Hankow
Woodlark	river gunboat	150	2	550	Lieut.-Commander Wason	Yangtze

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVI,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 7th May,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London.
Other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th April, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut.....	9,606	W. M. Smith	May 21
Tremont.....	9,606	F. W. Garlick	June 28
Lyra.....	4,417	G. V. Williams	Aug. 4
Shawmut.....	9,606	W. M. Smith	Sept. 1
Tremont.....	9,606	F. W. Garlick	Oct. 1

For Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut.....	9,606	W. M. Smith	Ab. May 7
Tremont.....	9,606	F. W. Garlick	Ab. June 8

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 29th April, 1904.

For Sale

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th August, 1903

FOR SALE.

GENUINE CARDIFF AND JAPAN

COAL.

Apply to

RITCHIE & Co.,

39, Des Vœux Road.

Hongkong, 22nd April, 1904.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Stocks of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PERA."

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex S.S. Caledonia* and
Exgypt.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-MORROW.

Goods not cleared by the 10th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 3rd May, 1904.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 5th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 3rd May, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

CARGO EX STEAMSHIP "HYADES,"

FROM SEATTLE, TACOMA, VICTORIA,

YOKOHAMA, AND KOBE,

having arrived her "Pingsuey" Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 29th April, 1904.

FROM HAMBURG, BREMEN, PENANG

AND SINGAPORE.

THE H. A. L. Steamship

"ARAGONIA,"

Captain Schult, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th of May will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th of May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 28th April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84 = \$22.994 for half-year ending 31.12.1903.	6 1/2 %	\$655 sellers
National Bank of China, Limited.	4,453	£10	£8	\$250,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 6/4 \$36 buyers
Do. Founders'	750	£1	£1	\$191,973		None		
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	6 %	\$535 buyers
China Traders' Insurance Company, Limited	21,000	\$83.33	\$25	\$569,143	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	\$784,415	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 6 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$906,872	\$486,284	\$12 for 1902	9 1/2 %	123 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	\$151,932	\$110,551	\$15 for 1902	8 %	\$190 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$295 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000	\$3,909,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 sellers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	29 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$633,000	\$5,380	10/- for 1902	6 %	\$96 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$149,409	Dr. \$63,123	\$5 for 1900		\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$740,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$137	\$1.20 for year ending 30.4.03	3 1/2 %	\$12 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$35,000		\$8 for second half year 1902	3 1/2 %	\$21 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$7,750	\$19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	\$145
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	\$2,400,000	Tls. 805	Final of Tl. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,300,000	Tls. 55,541	Final of Tls. 2 making Tls. 4 1/2	9 1/2 %	Tls. 48 buyers
Do. Preference	100,000	Tls. 50	Tls. 50	\$50,000		Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 47 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$140
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{Fcs. 251,337 Fcs. 1,529,652}	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 670 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$214 sales
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 %	Tls. 145 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$6 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$205 buyers
Do. Preference	4,750	\$100	\$100	\$50,000		\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,000		\$10 for first half year 1903		\$205 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000	\$2,805	Final of \$2 1/2 making \$5 for 1903	5 %	\$101 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 152 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$4,548	\$2 1/2 for 1902	7 1/2 %	\$374 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	8 %	\$151 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 5	Tls. 800,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 109 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 150,000	Tls. 325	Final of Tls. 3 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	Tls. 54,626		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$536	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 75	Tls. 25	none	Tls. 5,150	None	7 1/2 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3 20 for 1903	6 %	\$54 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$138
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	\$100,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 145